

Issue 763

PS



June
2016

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-763

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65TH ANNIVERSARY



TACTICAL VEHICLES

HMMWV Tow Pintle Lube Point
HMMWV Fuel System Fouling
M1070-Series HET Air Duct Hose Components
M1070P1 HET Air Conditioning Louver NSN
MaxxPro MRAP Door Seal NSN
FMTV Headlight Grounding



CONSTRUCTION EQUIPMENT

8816M BMPM Air Filter Cleaning
120M Road Grader Circle Drive Gear Breather Valve
815F Compactor Fan Pulley Grease Fitting
Backhoe Loader Transmission Oil NSNs
Caterpillar Construction Equipment Parts Help



COMBAT VEHICLES

M2/M3-Series Bradley, MLRS Track Tension Tips
Stryker, Keep Water Away from Air Intake
M1-Series Tank FBCB2 CPU Protection
M1-Series Tank Sprocket Reversal Intervals
M1-Series Tank Muzzle Plug for Water Protection



AVIATION

ALUMMC Flatbed Cart
Aircraft Spot Paint Stripping Supplies

65 Years of Preventive Maintenance

27-34 Connie's Post Scripts

60-61

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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

MSG Half-Mast
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Redstone Arsenal, AL 35898

Or email:

usarmy.redstone.logsa.mbx.psmag@mail.mil

Internet address:

https://www.logsa.army.mil/psmag/pshome.cfm



SMALL ARMS

Small Arms PM Pointers
M2A1 Machine Gun Barrel Security
M240, M249 Machine Gun Barrel Tagging
M16-Series Rifle, M4/M4A1 Carbine,
SPORTS for Firing Stoppage



MISSILES

Javelin CLU and Case Cleaning



TOOLS

Brass Fittings Kit NSN



CBRN

M40/M42-Series Mask PM
Equipment Codes Decoded



COMMUNICATIONS

CAISI 2.0 Parts and Support POCs



LOGISTICS MANAGEMENT

PS Magazine Submission Instructions
DLA Disposition Services, Excess Items Available
AR 25-12 COMSEC Pub Revised
DA Pam 708-3 Cataloging Pub Revised
Central Army Registry Replaces Reimer
Digital Library
DA Pam 385-24 Radiation Safety Pub Revised
ATP 4-43 Petroleum Supply Ops Pub Updated



65 Great Years!

PREVENTIVE MAINTENANCE PLAYS A CRITICAL ROLE IN SUPPORT OF READINESS AND FOR 65 YEARS PS MAGAZINE HAS BEEN USED BY LEADERS AND SOLDIERS AT THE TACTICAL, OPERATIONAL AND STRATEGIC LEVELS OF THE ARMY.

PS MAGAZINE HAS SERVED AS A RELIABLE RESOURCE, ENABLING OUR SOLDIER'S TO INSTALL, OPERATE, AND MAINTAIN EVERY PIECE OF ARMY EQUIPMENT.

THE BASICS OF PREVENTIVE MAINTENANCE HAVE REMAINED CONSISTENT EVEN AS ARMY EQUIPMENT HAS EVOLVED AND MODERNIZED.

COMPUTER-BASED TECHNOLOGY NOW ASSISTS OPERATORS AND MECHANICS IN MAINTAINING THE EQUIPMENT FOR WHICH THEY ARE RESPONSIBLE.

WITH THIS YEAR'S RELEASE OF ITS NEW MOBILE APP, PS MAGAZINE IS ALSO APPLYING NEW TECHNOLOGY.

THE PS STAFF CONTINUE PROVIDING THE VERY BEST PREVENTIVE MAINTENANCE INFORMATION USING THE PLAIN LANGUAGE AND HUMOR THAT HAS SUPPORTED OUR ARMY IN THE PAST.

CONGRATULATIONS, PS, ON A JOB WELL DONE!

CSM JAMES K. SIMS
USAMC



HOT TOPICS



THANK YOU,
CSM SIMS,
FROM ALL
OF US HERE
AT PS!

By order of the Secretary of the Army:

MARK A. MILLEY

General, United States Army Chief of Staff

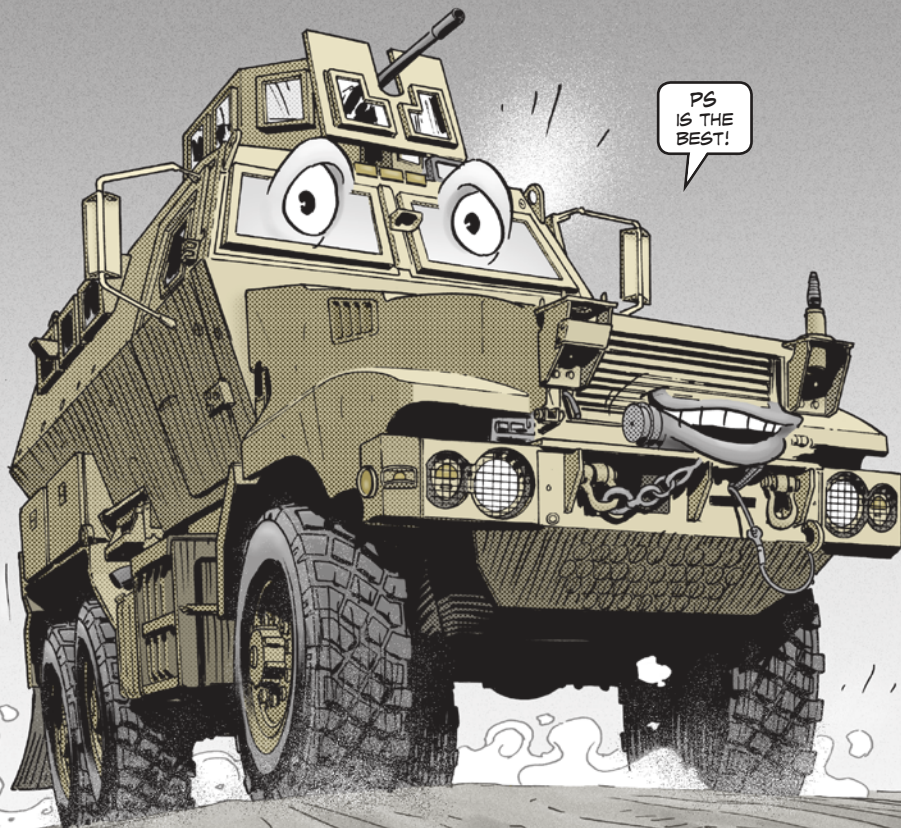
Official:

Gerald B. O'Keefe

GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

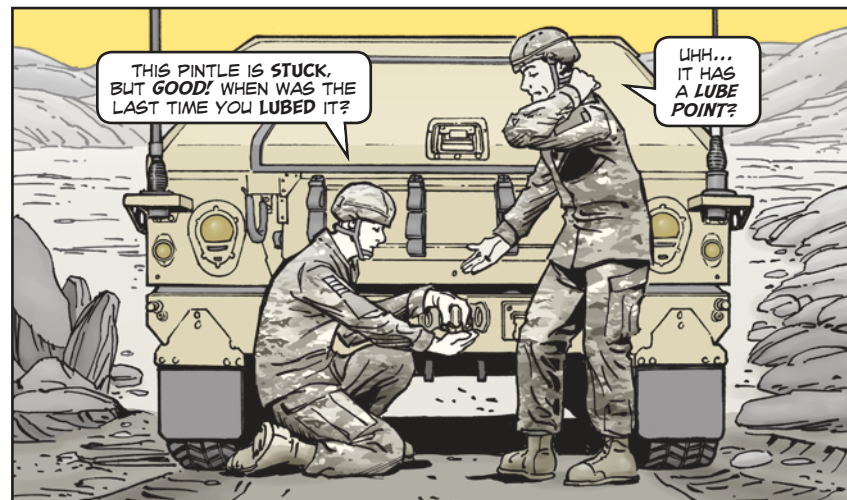
1607802



- Looking for the Lube Point
- Fix For a Fouled Fuel System
- Air Duct Hose a Penny Pincher
- Cool Down Costs by Replacing Louvers
- Finding the Door Seal
- A Bright Idea for Dim Lights

HMMWVs...

LOOKING FOR THE LUBE POINT

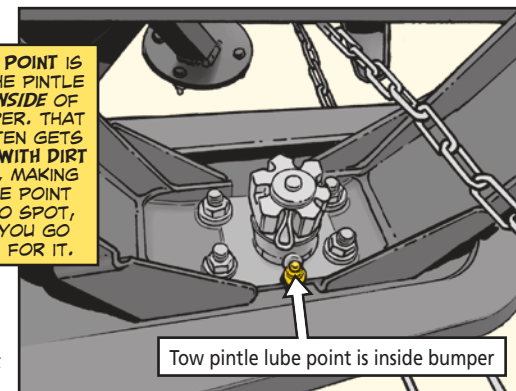


OUT OF SIGHT, OUT OF MIND IS A FACT OF LIFE, DRIVERS.

AND NOWHERE IS THAT FACT MORE OBVIOUS THAN THE TOW PINTLE ON YOUR HMMWV.

THE LUBE POINT IS **BEHIND** THE PINTLE ON THE **INSIDE** OF THE BUMPER. THAT AREA OFTEN GETS COVERED WITH DIRT AND MUD, MAKING THE LUBE POINT TOUGH TO SPOT, EVEN IF YOU GO LOOKING FOR IT.

BUT IF YOU **NEGLECT** IT OFTEN ENOUGH, THE PINTLE WILL **FREEZE UP** AND **WON'T PIVOT** WHEN IT'S NEEDED FOR TOWING.



Tow pintle lube point is inside bumper

ANNUALLY OR EVERY 3,000 MILES, WHICHEVER COMES FIRST, CLEAN THE BACK SIDE OF THE PINTLE WITH A WIRE BRUSH AND LUBE THE REAR PLATE FITTING WITH OE/HDO. SEE NOTE 3 IN WP 0110-22 OF TM 9-2320-280-10 (SEP 13) AND WP 0135-33 OF TM 9-2320-387-10 (SEP 12) FOR THE DETAILS.

FIX FOR A FOULED FUEL SYSTEM



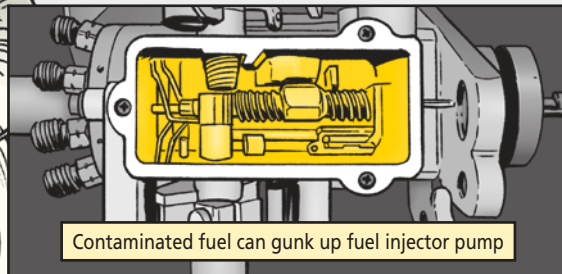
Dear Half-Mast,

We've been having problems with the fuel system on our HMMWV. Troubleshooting by the TM indicated contaminated fuel.

But the big question is where did the contamination come from? And how can we keep it from happening in the future?

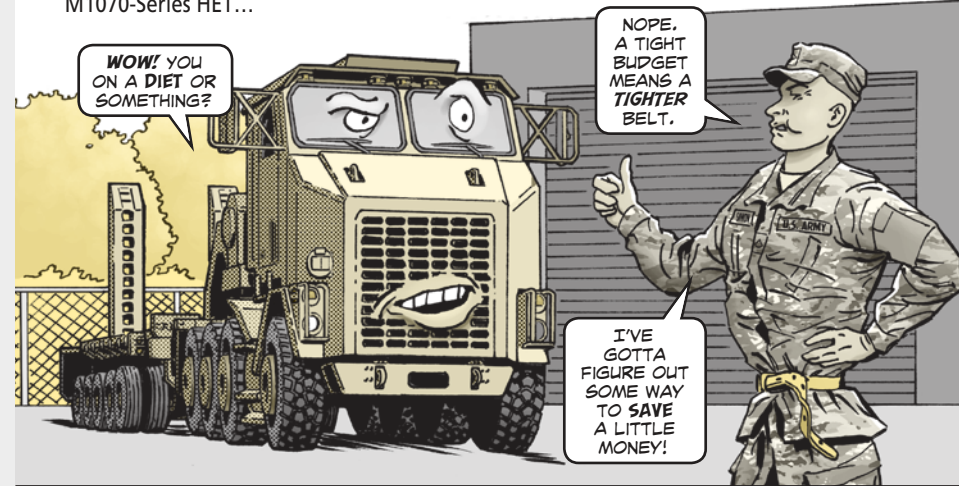
Mr. S.A.C.

CONTAMINATION CAN COME DIRECTLY FROM THE SOURCE, SIR, BUT CAN ALSO BE INTRODUCED BY THE OPERATOR. THE BEST WAY TO PREVENT THIS IS TO USE AUTHORIZED FUEL FROM A GOOD KNOWN SOURCE AND NEVER PUT ADDITIVES IN YOUR FUEL TANK.



TACOM'S FUELS AND LUBRICANTS TECHNOLOGY TEAM, ALONG WITH PD-LTV AND THE MANUFACTURER, DO NOT APPROVE THE USE OF FUEL ADDITIVES OF ANY KIND.

THE ONLY THING THAT SHOULD GO INTO YOUR TANK IS FUEL!



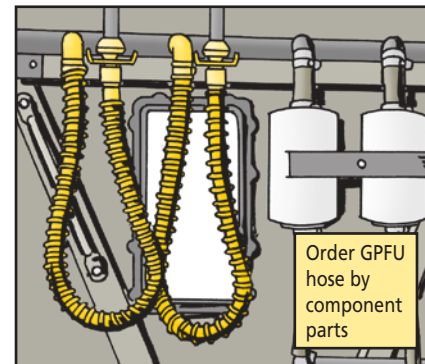
Air Duct Hose a Penny Pincher

WITH THE BUDGET BELT DRAWING A NOTCH TIGHTER EVERY YEAR, YOU NEED TO SQUEEZE OUT SAVINGS WHEREVER YOU CAN. SO WHY NOT START WITH THE AIR DUCT HOSE ASSEMBLY, NSN 4720-00-004-8249, FOR THE M1070/AI HET'S GAS PARTICULATE FILTER UNIT?

THE AIR DUCT HOSE ASSEMBLY IS LISTED AS ITEM 16 IN FIG 206 OF TM 9-2320-360-13&P IN IETM EM 0305 (MAR 10) AND ITEM 16 IN FIG 252 OF TM 9-2320-427-13&P IN IETM EM 0310 (APR 12). BUT THE TMs DON'T BREAK THE ASSEMBLY DOWN INTO ITS COMPONENT PARTS. SO YOU END UP ORDERING A \$150 ASSEMBLY EVERY TIME A HOSE TEARS OR DRY-ROTS.

GOOD NEWS!

THE ASSEMBLY'S COMPONENT PARTS ARE AVAILABLE BY NSN:



Item	NSN	Price
Hose	4720-00-829-2761	\$51.42
Clamp	4730-00-269-3760	\$1.89
Coupling half	4730-00-935-1643	\$36.44

ORDERING A NEW HOSE INSTEAD OF A WHOLE ASSEMBLY WILL SAVE YOU ALMOST \$100. IF THE CLAMP OR COUPLING HALF NEEDS REPLACING, YOU'LL SAVE EVEN MORE.

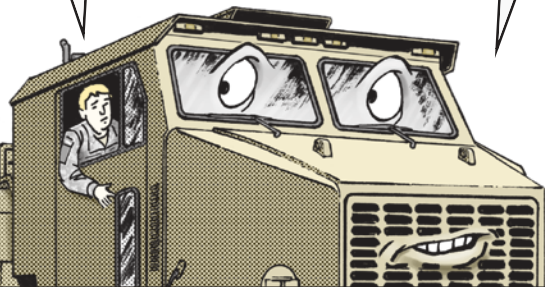
SO NEXT TIME, REUSE THE GOOD COMPONENTS AND ORDER ONLY WHAT YOU NEED.

M1070P1 HET...

ONE OF THE LOUVERS ON YOUR AIR CONDITIONING VENT IS MISSING. I'LL HAVE TO ORDER YOU A **WHOLE NEW VENT**.

YOU DON'T HAVE TO DO THAT. YOU CAN ORDER **JUST THE LOUVER!**

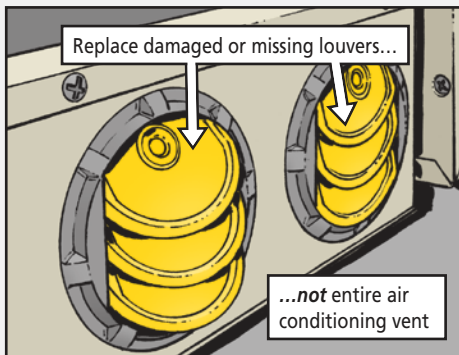
Cool Down Costs By REPLACING Louvers



Dear Editor,

Some Soldiers are replacing the entire air conditioning vent, NSN 2540-01-538-4848, in their 1070P1 HETs whenever one of the two round, directional louvers gets broken or lost. That costs their unit more than \$200 for each vent they order.

It's cheaper to replace just the louver, NSN 2540-01-536-3029. That's the same louver used on the M1151A1 HMMWV. It'll work on the HET and costs less than \$10, a big savings over replacing the entire air conditioning vent.



Michael J. Senart

Editor's note: That's good info that'll save money!

MaxxPro
MRAP...

FINDING THE DOOR SEAL

Dear Half-Mast,

Item 119 in Fig 16-9.2 and 16-10.2 of TM 9-2355-324-24P-3 lists NSN 5330-01-568-6061 for the MaxxPro's door seal. Problem is, this NSN is a terminal item (AAC of V) in FED LOG. Is there a replacement NSN for the seal?

Mr. N.B.

Dear Sir,

Yes, there is. The old one-piece, pre-cut door seal has been replaced by a 164-ft bulk roll of seal material, NSN 5330-01-568-7351. That means you'll need to measure the door and cut the seal to the correct length. The length of seal you need will vary based on the MaxxPro variant.

Half-Mast

FMTV...

A BRIGHT IDEA FOR DIM LIGHTS



Dear Half-Mast,

Some of the FMTVs we just got back from Reset are having headlight and turn signal problems. The headlights are very dim, even on bright. The turn signals are so dim they're hard to see, especially in daylight.

This is a real safety concern, but none of the troubleshooting we've done has turned up the problem. Any ideas?

SSG M.K.G.

Dear Sergeant,

As a matter of fact, I've got a couple ideas. The most likely culprit is the ground for the headlights and turn signals.

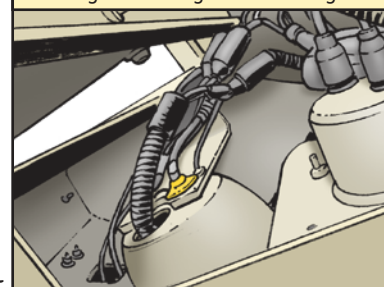
Many trucks are repainted during Reset. When reinstalling the ground cable, it's easy to forget to scrape away the paint between the ground cable bolt and the metal surface of the truck. The paint interferes with the ground and dim lights are the result.

Another potential cause is the glob of silicone you may see covering the ground bolt. Silicone is added during Reset to help seal out moisture. But sometimes that silicone can get under the bolt and prevent a good ground.

Your best bet is to remove the silicone and disconnect the ground cable. Scrape away any paint that would prevent a good ground and then reinstall the cable.

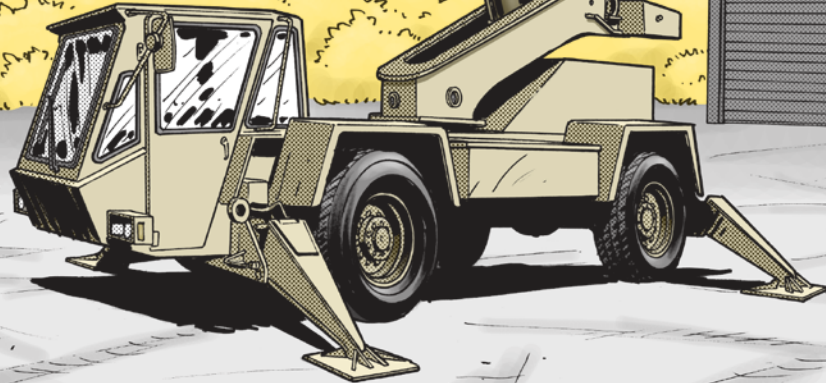
Half-Mast

Silicone can get under ground cable bolt, causing dim headlights and turn signals



- Pave the Way to Pure Air
- Clogged Breather Valve a Show Stopper
- Find the Elusive Fan Pulley Fitting
- Transmission Lubricants Defined
- Another Source for Parts Help

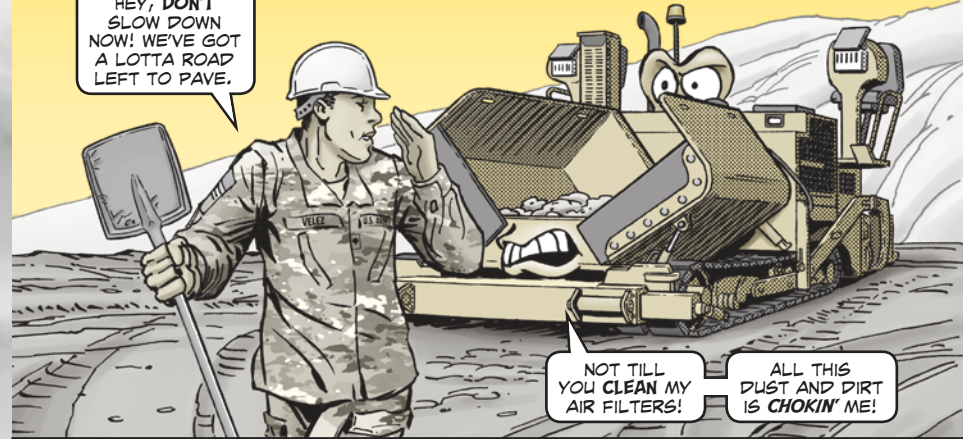
PS CONSTRUCTION



8816M BMPM...

Pave the Way to Pure Air

HEY, DON'T SLOW DOWN NOW! WE'VE GOT A LOTTA ROAD LEFT TO PAVE.



NOT TILL YOU CLEAN MY AIR FILTERS!

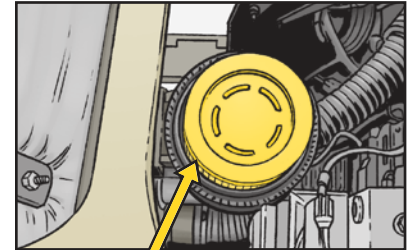
ALL THIS DUST AND DIRT IS **CHOKIN'** ME!

Fresh, clean air keeps your 8816M bituminous material paving machine (BMPM) running smoothly at the worksite. So when it's cleaning time, don't forget the paving machine's air filters.

You'll need to open the BMPM's air filter element canister and pull out the primary filter at least once a week and the secondary filter every 250 hours of operation. Use an air hose to blow low-pressure air (30 psi or less) from the inside out to get rid of accumulated dirt that can choke the vehicle.

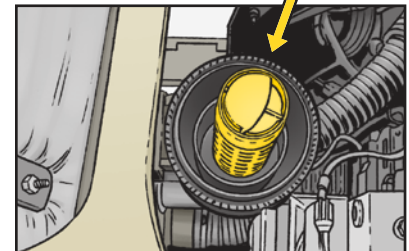
Never bang the filters on a rock or hard surface. That only damages 'em, allowing dirt to get through to the engine.

The primary air filter, NSN 4330-01-602-2325, should be replaced annually or every 500 hours of operation, whichever comes first. The secondary air filter, NSN 2940-12-382-3131, should be replaced after 500 hours of operation. In either case, the filters may need to be replaced more often if environmental conditions or troubleshooting dictate.



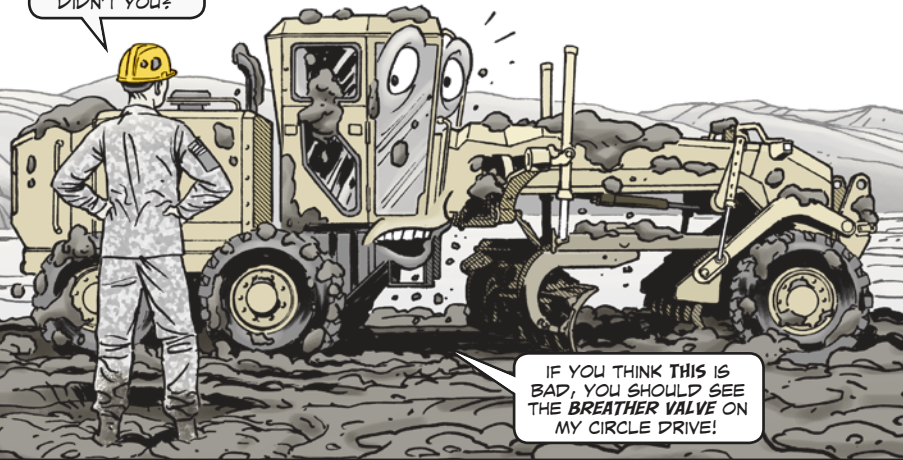
Clean primary filter weekly...

...and secondary filter every 250 hours



CLOGGED BREATHER VALVE A SHOW STOPPER!

GOT A LITTLE MUDDY TODAY, DIDN'T YOU?



IF YOU THINK THIS IS BAD, YOU SHOULD SEE THE BREATHER VALVE ON MY CIRCLE DRIVE!

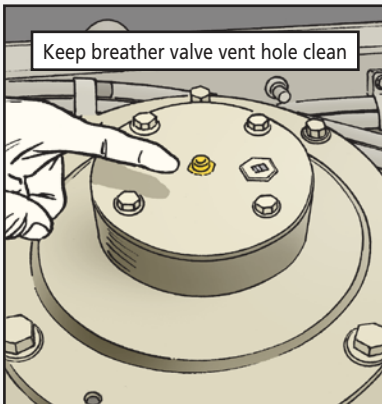
THE MUD REALLY FLIES WHEN YOU'RE OPERATING YOUR 120M ROAD GRADER, OPERATORS.

AND A LOT OF THAT MUD ENDS UP ON TOP OF THE CIRCLE DRIVE GEAR CASE WHERE IT CLOGS THE BREATHER VALVE.

A CLOGGED VALVE LETS PRESSURE BUILD. EVENTUALLY, SOMETHING HAS TO GIVE.

UNFORTUNATELY, IT'S USUALLY THE GEAR CASE SEAL. WHEN THE SEAL GOES, THE LUBE'S BOUND TO FOLLOW. SO LONG CIRCLE DRIVE!

Keep breather valve vent hole clean

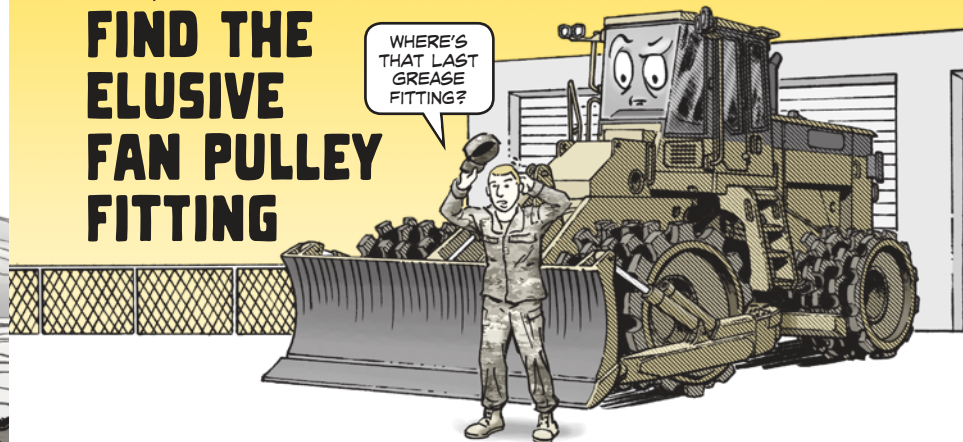


YOU'VE GOTTA LET THAT CIRCLE DRIVE BREATHER VALVE BREATHE!

SO AFTER EVERY OPERATION, TAKE A CLEAN RAG AND WIPE OFF ALL THE MUD AND DIRT. THEN USE THE END OF A PAPER CLIP TO CLEAN OUT ANY GUNK THAT'S COLLECTED INSIDE THE BREATHER'S VENT HOLE.

FIND THE ELUSIVE FAN PULLEY FITTING

WHERE'S THAT LAST GREASE FITTING?



HAVE YOU REMOVED ALL THE MUD FROM BEHIND MY FAN?

OH, SO THAT'S WHERE IT'S HIDING!



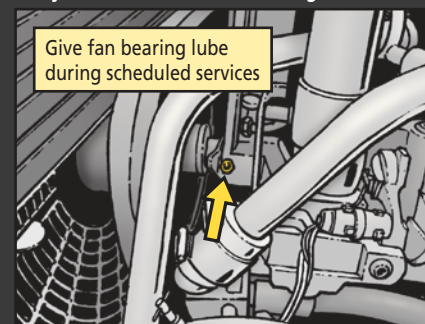
Operators, not all grease fittings on the 815F compactor are out in the open where you can get to them easily. There's one that's usually covered in mud and often gets snubbed.

The grease fitting for the fan pulley is located behind the fan blades. That means it's hard to find, even after you've opened the right-side engine access door and looked inside.

Without lube, the fan pulley's bearing will seize up. Then the fan stops turning freely, letting the engine and transmission overheat.

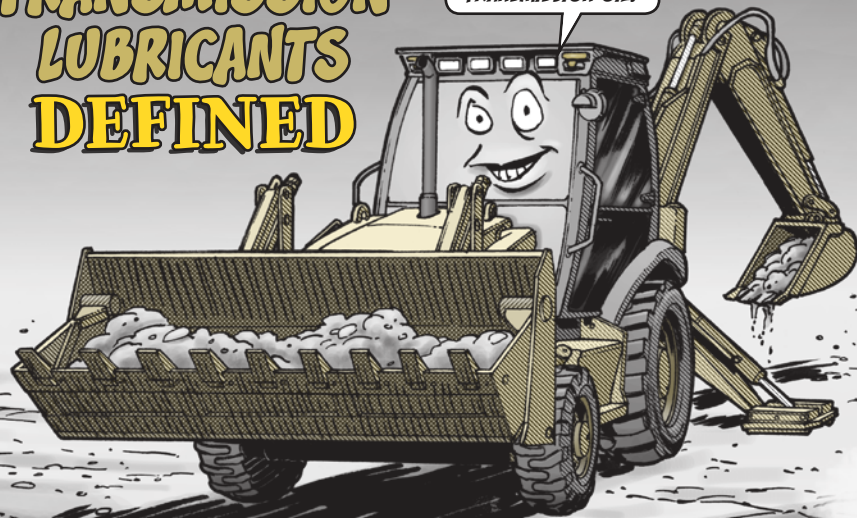
So keep the fan bearing lubed. During scheduled services, give the fitting four or five shots of grease.

Give fan bearing lube during scheduled services



TRANSMISSION LUBRICANTS DEFINED

IF YOU WANT TO
KEEP ME ON THE
JOB, USE THE RIGHT
TRANSMISSION OIL!



AFTER SOME EXTENSIVE TESTING, TACOM'S TANK AND AUTOMOTIVE RESEARCH, DEVELOPMENT AND ENGINEERING CENTER (TARDEC) FOUND THAT THERE IS **NO SUBSTITUTE TRANSMISSION OIL** IN THE SUPPLY SYSTEM FOR THE BACKHOE LOADER (BHL).

**DO NOT
USE A
SUBSTITUTE OIL
IN THE BHL.
IT CAN CAUSE
COMPONENT
OR VEHICLE
FAILURE!**

USE ONLY THE
OILS LISTED IN
THE EXPENDABLE/
DURABLE ITEMS
LIST IN WP 0375 OF
TM 5-2420-231-3
(JUL 13).
HERE'S WHAT'S
LISTED...

Hy-Tran Ultra Case AKCELA MS-1209

Size	NSN 9150-
1-qt container	01-614-5259
5-gal can	01-614-6424
55-gal drum	01-614-6419

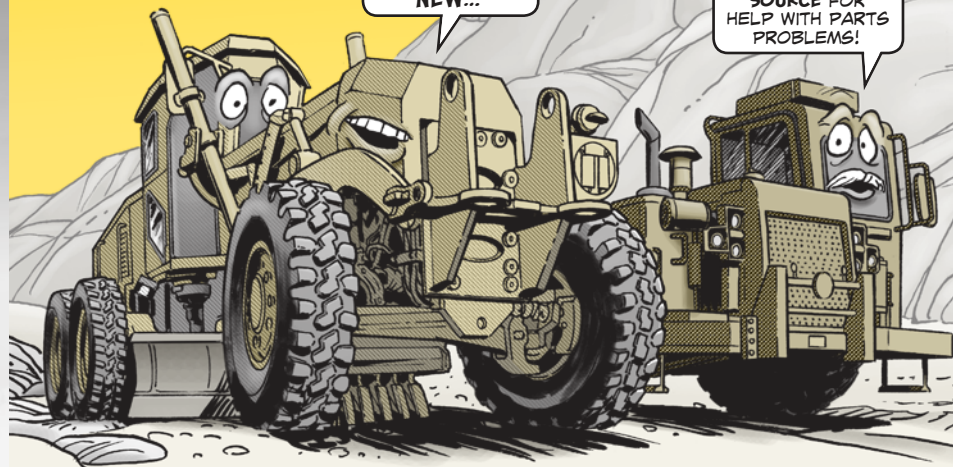
HydroDex Transmission Fluid

Size	NSN 9150-
10-qt can	00-657-4959
30-gal can	01-114-9968



WHETHER YOUR
EQUIPMENT'S
NEW...

... OR OLD.
CAT IS A GOOD
SOURCE FOR
HELP WITH PARTS
PROBLEMS!



ANOTHER SOURCE FOR PARTS HELP

Dear Editor,

Most engineering battalions have Caterpillar (CAT) construction equipment that's 25-40 years old. Parts for those vehicles are getting harder and harder to find. That means requisitions often get rejected with no explanation.

While participating in the Training with Industry Program at CAT Defense and Federal Products, I discovered some good news. Units that are having parts problems with any CAT product, whether old or new, can go directly to CAT for help. CAT has many sourcing options that the customer may not know about. They can help with other maintenance issues as well.

Here are the CAT POCs:

Pat Bowen
Engines and Military
Electronics
(309) 578-2351
government_truck_engine_support@cat.com

Grey Costley
Construction Machines
(309) 578-3295
government_construction_equipment_support@cat.com

CW3 Matthew Poytress

Editor's note: Every resource counts when you're having supply or maintenance issues. Thanks, Chief!

PS COMBAT VEHICLES

- Time For a Track Tension Tuneup!
- Block Out Water with Intake Cover
- Tie Down the Elements
- Reverse Sprocket Wear
- Plug Up Your Muzzle Woes

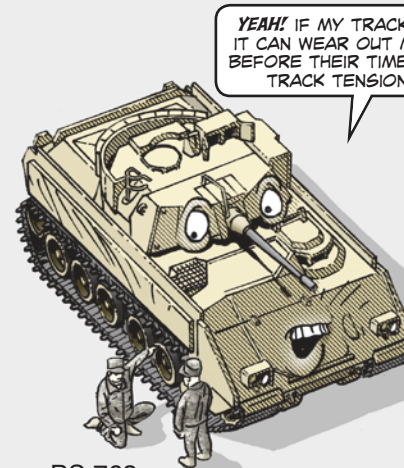
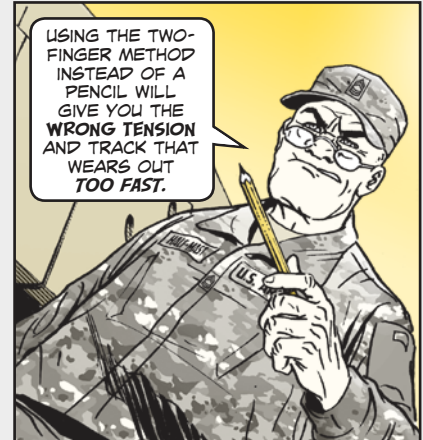
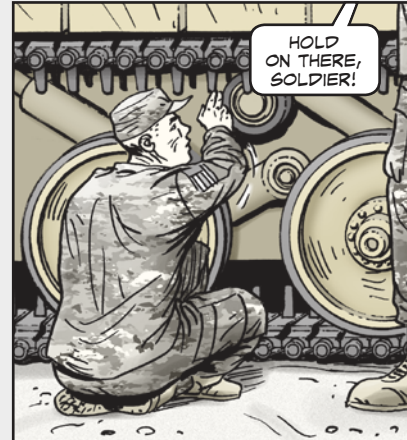
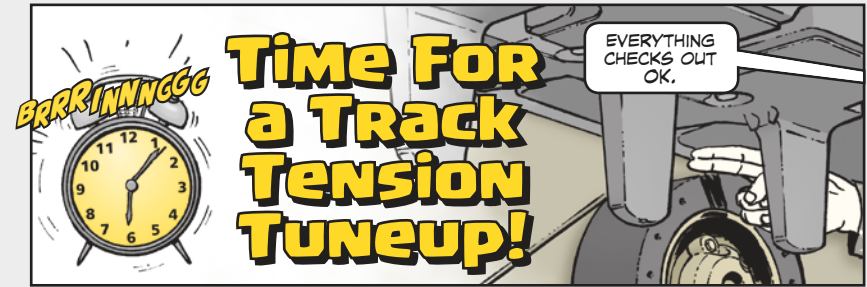


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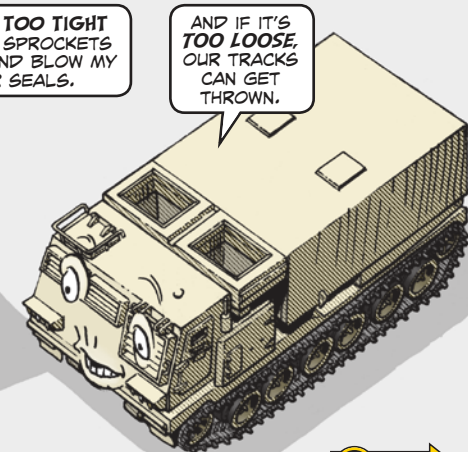
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JUN 16

M2/M3-Series Bradleys, MLRS...

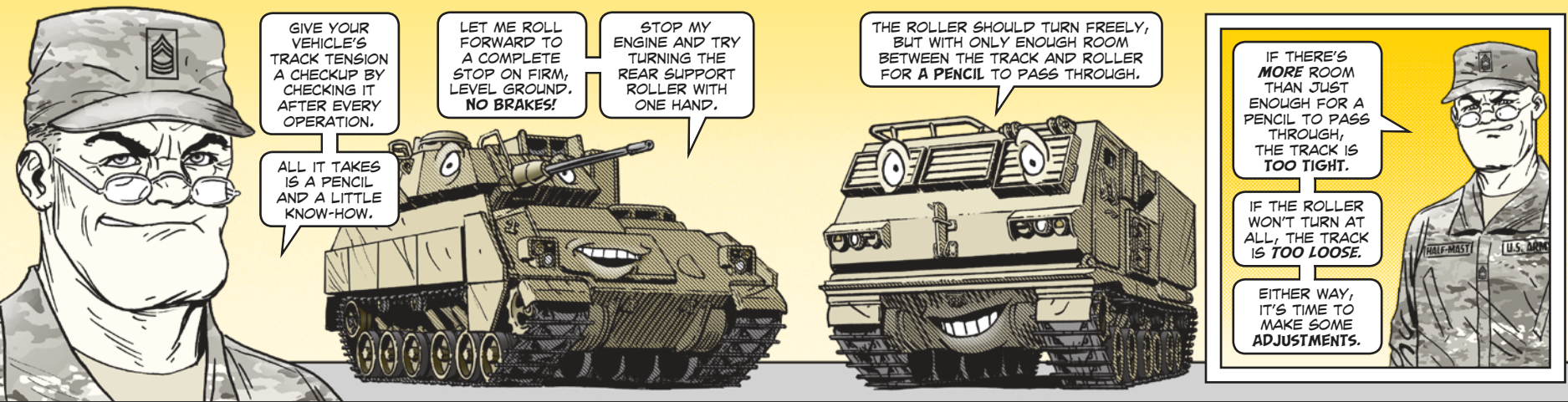


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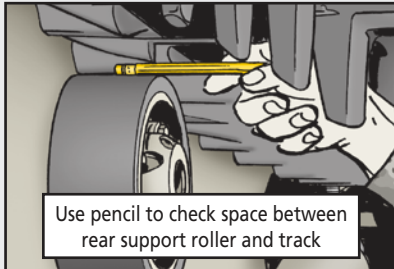
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PS MORE

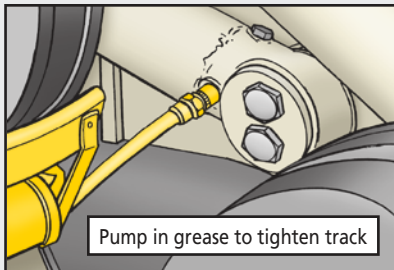


Tightening Track

1. Place a pencil between the track and the rear support roller.



2. Wipe the lube fitting with a clean cloth and pump grease into the track adjuster.

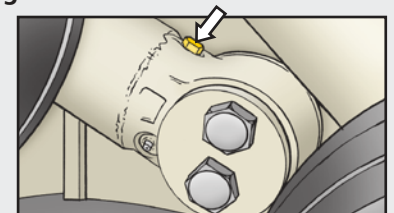


3. Watch the pencil. The tension is right when there's just enough room between the track and the rear support roller for the pencil to fit.
4. Keep an eye on the track adjuster piston, too. The maximum extension for the piston is 3 1/2 inches. If you've reached that limit and the track is still too loose, remove a track shoe and start over.



Loosening Track

1. Once again, place a pencil between the track and the rear support roller.
2. With a 5/8-in open-end wrench, loosen the track adjuster bleed valve just enough to allow grease to flow.
3. Watch the pencil. When there's just enough room between the track and the rear support roller for the pencil to fit, the tension is right.
4. Re-tighten the bleed valve and wipe away excess grease.

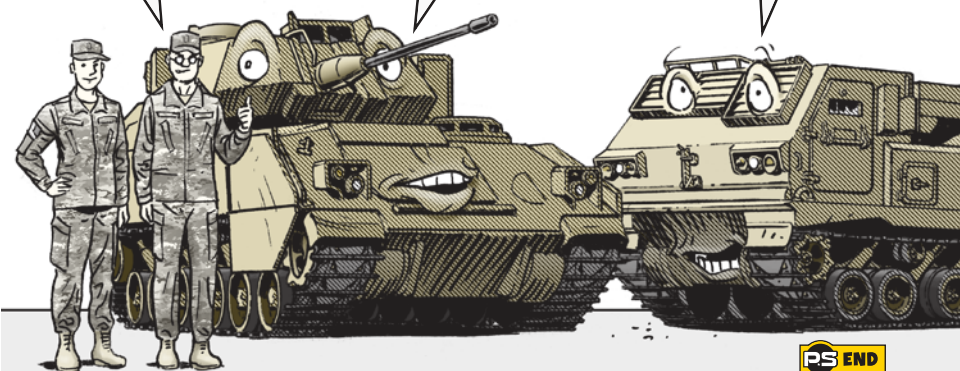


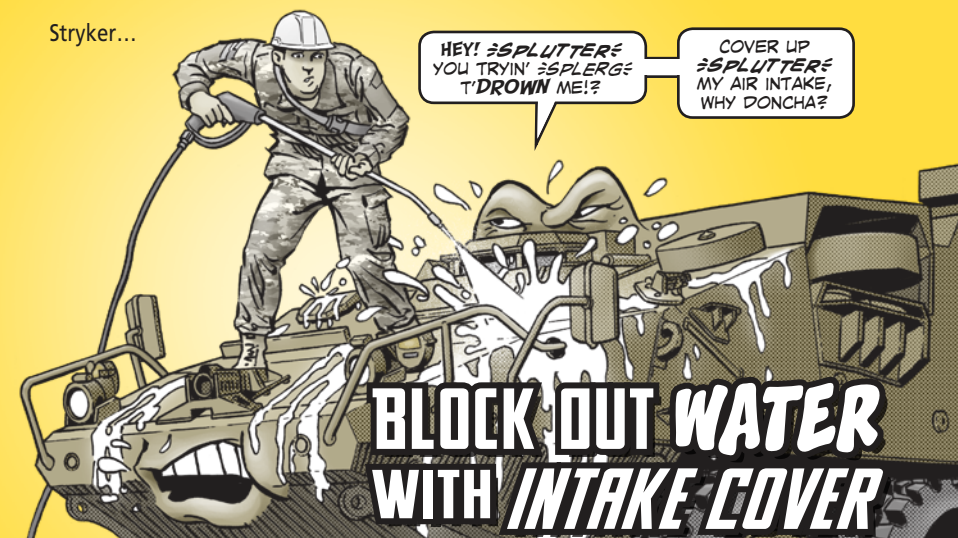
Open bleed valve to loosen track tension

BUT DON'T STOP THERE, CREWMEN!

THE JOB'S NOT FINISHED UNTIL YOU'VE DRIVEN ME AT LEAST 100 FEET, COASTED TO A STOP AND CHECKED THE TRACK TENSION ONE MORE TIME.

REMEMBER, KEEPING OUR TRACK TENSION JUST RIGHT WILL HELP KEEP US ROLLING ALONG!

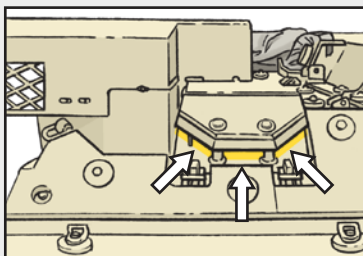




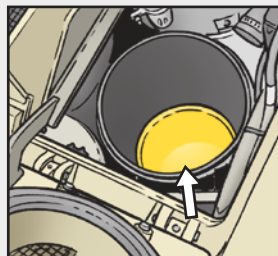
THERE'S NOTHING WRONG WITH GIVING YOUR STRYKER A GOOD WASHING.

JUST **DON'T** DROWN ITS ENGINE WHILE YOU'RE AT IT!

EVEN LOW-PRESSURE WATER CAN GET **INSIDE** AN UNCOVERED AIR INTAKE. THEN THE NEXT TIME YOU START YOUR STRYKER, ALL THAT WATER GETS SUCKED STRAIGHT INTO THE AIR FILTER CANISTER. A WET FILTER **BLOCKS** GOOD AIR FLOW, **CHOKING** THE ENGINE. **THAT'S A SOUND YOU DEFINITELY DON'T WANNA HEAR.**



Keep water away from air intake... or it ends up inside air filter canister

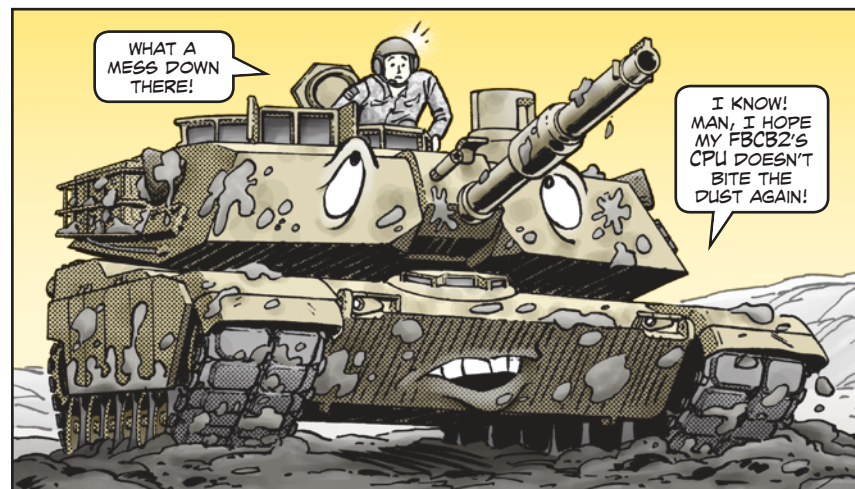


BEFORE YOU WASH YOUR STRYKER, MAKE SURE THE AIR INTAKE IS **PROPERLY COVERED** WITH THE ENVIRONMENTAL COVER, NSN 5340-20-000-0188.

'COURSE, YOU **CAN'T** USE THE COVER WHEN DRIVING THROUGH THE WASH RACK. SO IT'S **BEST** TO STICK TO USING A HOSE FOR WASHING.



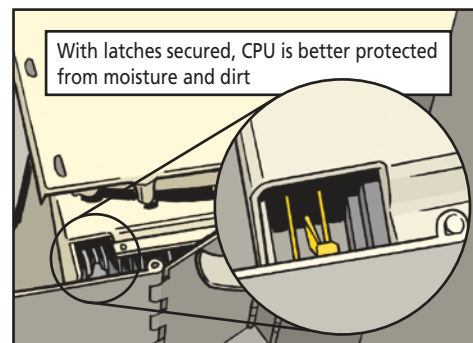
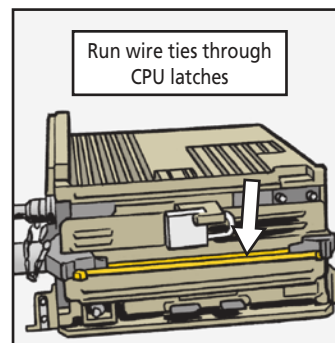
Tie Down the Elements



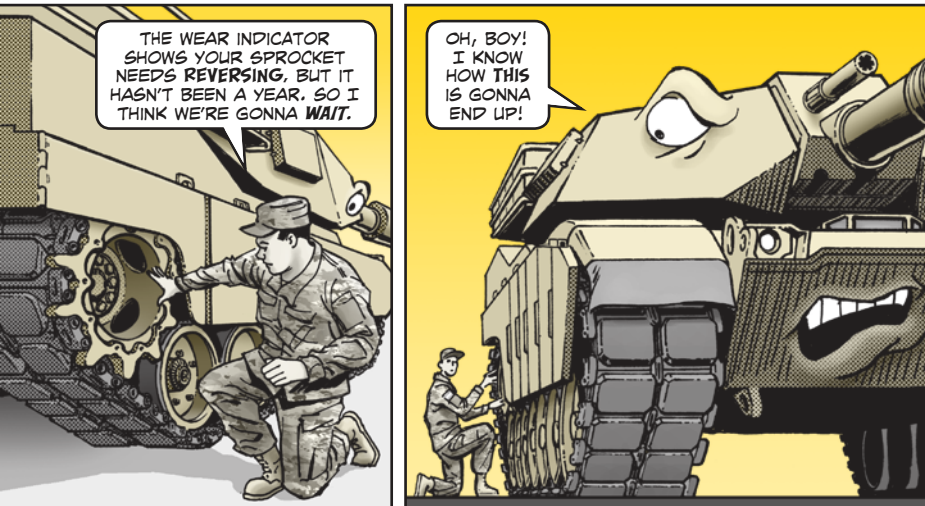
Crewmen, dirt, mud and water collecting inside your M1-series tank are a fact of life out in the field. But if you let any of that stuff get inside the FBCB2's CPU, you're gonna have a problem. And that's a fact!

Keeping the CPU clean isn't easy because it's on the turret floor where dirt and water collect. Even worse, boots and gear can accidentally snag and open the two latches on the CPU case. Next thing you know water and dirt are inside the CPU and it shorts out.

You can easily avoid that problem by running a wire tie through the two latches. The tie keeps the latches from opening, but still allows easy access if you need to get inside the CPU case. NSN 5975-00-133-8696 brings 100 26-in ties.

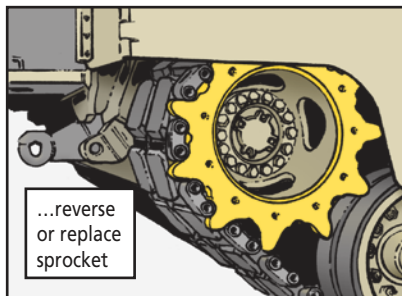
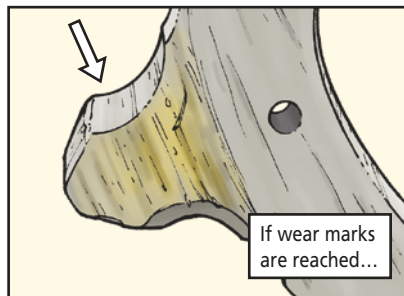


REVERSE SPROCKET WEAR



Crewmen, you have to reverse the sprockets on your M1-series tank once a year. That keeps the wear even and increases track life.

But if the built-in wear marks on the sprocket wheel are reached before the year is up, go ahead and reverse the sprocket now! Both sprockets have to be replaced if both wear marks are reached on either sprocket.

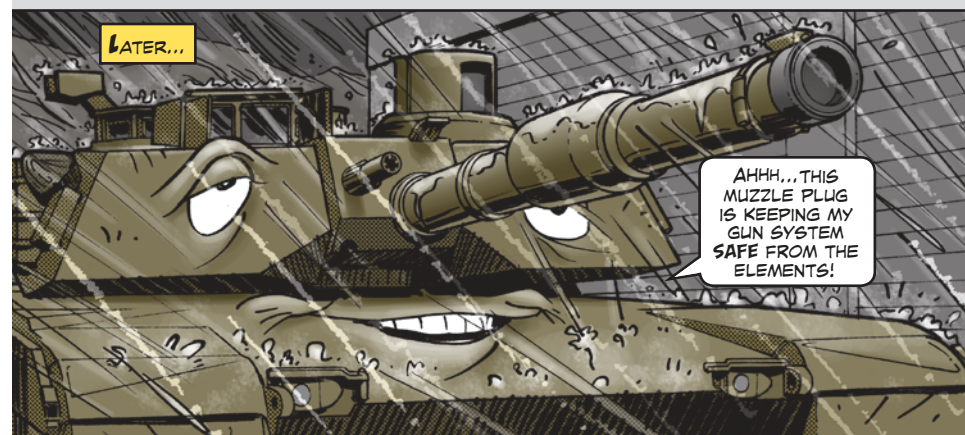
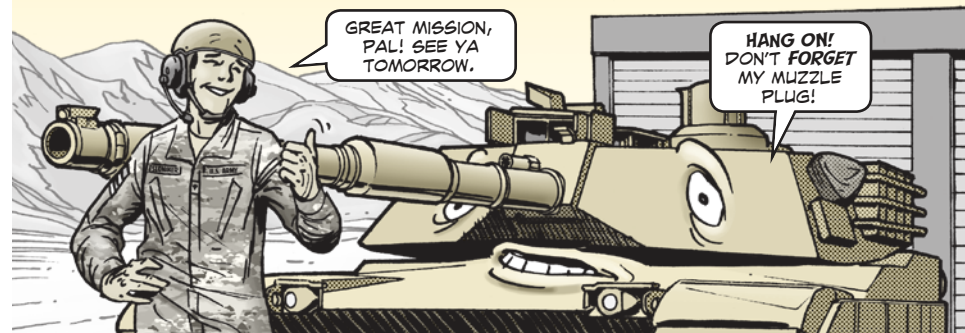


If you forget to check the sprockets after each operation like it says in the -10 TMs, the sprockets may wear too far into one side of the teeth.

That causes the sprocket to “hook” track end connectors during operation. The connectors are damaged, track life is reduced and sprockets are broken.

When reversing the sprockets, be sure to clean away any dirt between the bearing surfaces of the sprockets and mounting bolts before re-tightening the bolts. It’s also a good idea to lubricate the threads and bearing faces before tightening the bolts. Give ‘em a dab of WTR, NSN 9150-00-944-8953.

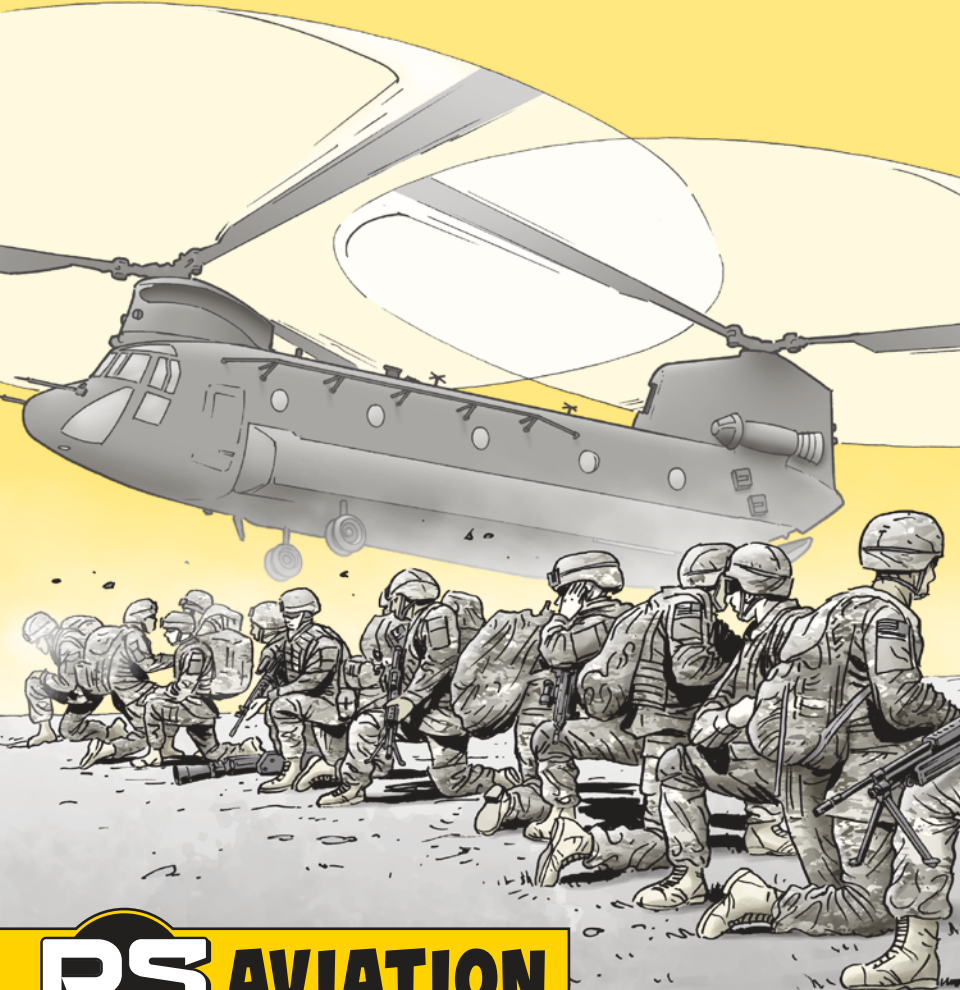
PLUG UP YOUR MUZZLE WOES



Dear Editor,
I see a lot of M1-series tanks sitting in the motor pool without the muzzle plugs installed.
Installing the plug, NSN 1015-01-209-3482, is easy and only takes a minute. And it can save you a ton of headaches down the road.
If you don’t install the plug, water can get into the main gun system, causing corrosion and damage to the breech mechanism, bore evacuator components and firing circuits. So take a minute and install your tank’s muzzle plug if it isn’t already in place.

SGT Roger Abbott

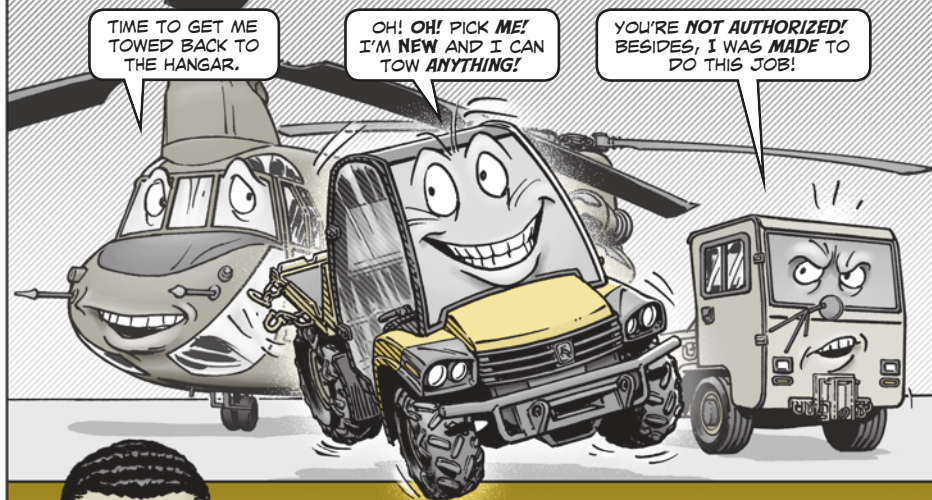
Editor’s note: A good tip, Sergeant. Crews would be wise to follow your advice and plug up muzzle troubles. The plug is part of each M1-series tank’s components of end items (COEI).



PS AVIATION

- The ALUMMC is Coming Soon!
- The Right Stuff for Spot Paint Stripping

AGSE... THE ALUMMC IS COMING SOON!



THE ALUMMC IS NOT MADE FOR TOWING!

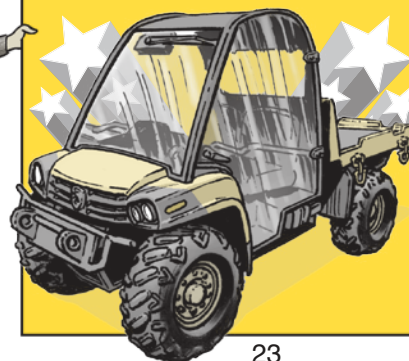
IT'S AUTHORIZED TO HAUL AIRCRAFT PARTS AND COMPONENTS AROUND THE FLIGHT LINE AND HANGARS.

Towing? Use your SATS!



CREWS AND MECHANICS, PM AGSE WILL SOON BE FIELDING...

...THE NEW AVIATION LIGHT UTILITY MOBILE MAINTENANCE CART (ALUMMC), NSN 1740-01-632-9476.



THE ALUMMC IS A FLATBED CART DESIGNED TO HAUL PARTS AND EQUIPMENT AROUND THE HANGAR AND AIRFIELD.

AS WITH ANY NEW VEHICLE, YOUR PRIORITY IS TO MAKE SURE YOU PERFORM ALL THE PMCS LISTED IN TM 1-1740-213-13&P.

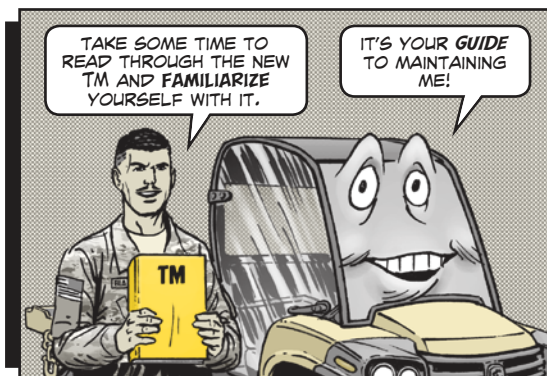
ACCORDING TO THE MAINTENANCE ALLOCATION CHART (MAC)...

...OPERATORS SHOULD ONLY INSPECT THE ALUMMC AND...

...MECHANICS (MOS 91B) PERFORM ALL MAINTENANCE BY THE BOOK, WITHOUT TAKING SHORTCUTS.

HERE ARE A FEW TIPS YOU NEED TO KNOW ABOUT THE ALUMMC...

- When loading the cart, the maximum payload capacity of the bed is 800 pounds.
- The ALUMMC is **not** intended to be used for towing. It may look like a rugged workhorse, but don't let that fool you. Always use the standard aircraft towing system (SATS), NSN 1740-01-575-5662, to tow aircraft.
- The ALUMMC requires jacks when work needs to be done underneath the vehicle. The **only** jack authorized for use on the ALUMMC is the 5-ton hydraulic jack, NSN 4910-00-289-7233.
- The vehicle has a fan, ventilation system and a heater, but no air conditioning. To keep it cool, remove the doors like it says in WP 0129 in the -13&P TM.

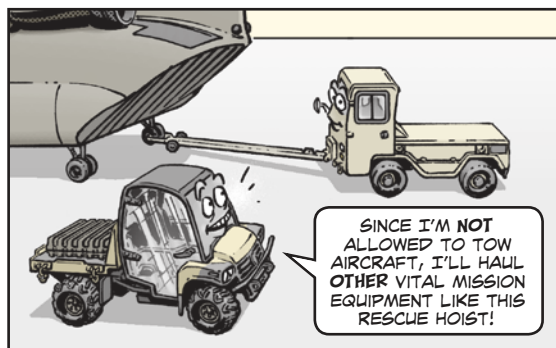


THE NEW VEHICLE HAS A 24 MONTH OR 2,000 HOUR WARRANTY, WHICHEVER COMES FIRST.



IF YOU HAVE ANY ISSUES OUTSIDE OF NORMAL WEAR AND TEAR, CONTACT PM AGSE TO DETERMINE WARRANTY APPLICABILITY.

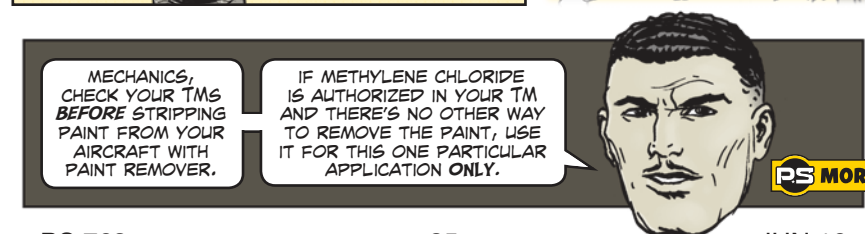
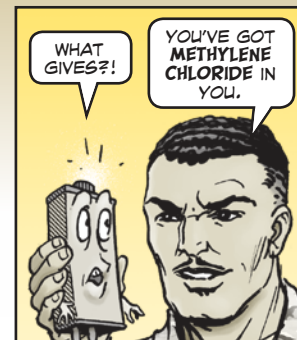
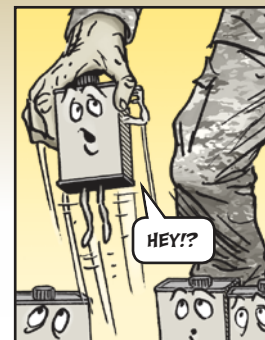
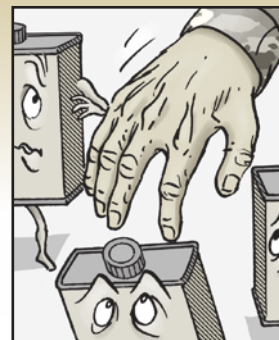
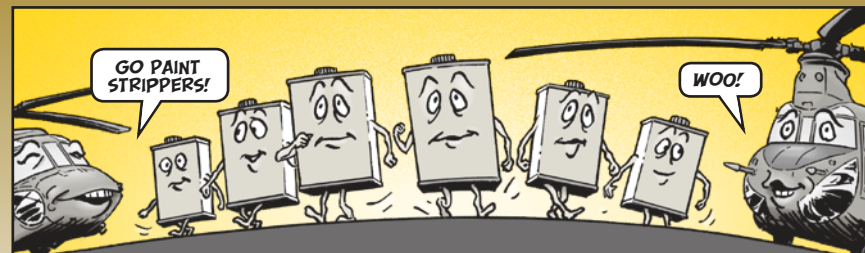
QUESTIONS? CONTACT PM AGSE'S HELP DESK AT: <https://www.jtdi.mil>



PS END

All Aircraft...

THE RIGHT STUFF FOR SPOT PAINT STRIPPING



PS MORE

THE METHYLENE CHLORIDE RESTRICTION COMES FROM THE EPA'S NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS (NESHA^P).



SORRY, BUDDY. YOU'RE RESTRICTED BY THE NESHA^P!



THE RECOMMENDED AND ENVIRONMENTALLY SAFE OPTION FOR CHEMICAL SPOT STRIPPING ON ALUMINUM IS PR-3133, NSN 6850-01-485-0097.

TURCO 6813E CAN ALSO BE USED BUT DOES NOT HAVE AN NSN. ONE WILL BE AVAILABLE IN FED LOG IN THE NEAR FUTURE.



I DON'T HAVE AN NSN NOW, BUT I WILL SOON!

WHEN USING THESE CHEMICALS FOR STRIPPING, MAKE SURE THEY'RE USED ON ALUMINUM AIRCRAFT SKINS AND NOT ON UNAPPROVED SURFACES LIKE STEEL, HIGH STRENGTH ALUMINUM, MAGNESIUM, RUBBER, PLASTICS AND COMPOSITES. CHECK YOUR SAFETY DATA SHEETS (SDS).

ANY PRODUCT CONTAINING D-LIMONENE SHOULD NOT BE USED ON AIRCRAFT BECAUSE OF CORROSION CONCERNS. AND DON'T USE PAINT STRIPPERS THAT HAVE AN EXPIRED SHELF LIFE.

ANYTIME YOU STRIP PAINT, WORK WITH YOUR MAINTENANCE CONTRACTOR OR SENIOR MECHANIC TO ENSURE THAT PROPER TECHNIQUES, PROCEDURES AND SAFETY MEASURES ARE IN PLACE TO PREVENT MISHAPS.

SURFACES OTHER THAN ALUMINUM AIRCRAFT SKINS THAT COULD BE EXPOSED TO PAINT STRIPPER SHOULD BE PROTECTED LIKE THE TM SAYS.

NOT PROTECTING THESE SURFACES CAN CAUSE CORROSION OR HYDROGEN EMBRITTLEMENT LEADING TO POTENTIAL FAILURE.

HOLD ON! YOU'VE GOTTA PROTECT MY NON-ALUMINUM PARTS - AND YOURSELF - BEFORE YOU USE THAT PAINT STRIPPER!



IF YOUR TM SAYS TO USE METHYLENE CHLORIDE FOR PAINT STRIPPING, CONTACT THE AMCOM ENVIRONMENTAL HOTLINE IMMEDIATELY. THEY WILL COORDINATE WITH THE APPROPRIATE HEADSHED TO ENSURE THE TM GETS UPDATED WITH THE CORRECT PAINT STRIPPER.

YOU CAN ALSO SEND IN A DA FORM 2028 TO HAVE THE TM CORRECTED.

MAKE A NOTE THAT METHYLENE CHLORIDE HAS BEEN REMOVED FROM TM 1-1500-345-23, PAINTING AND MARKING OF ARMY AIRCRAFT. BUT TM 1-1500-344-23, CLEANING AND CORROSION CONTROL, STILL LISTS IT FOR USE.

IF YOU NEED MORE INFO, CONTACT THE AMCOM ENVIRONMENTAL HOTLINE, DSN 876-1711, (256) 313-1711 OR EMAIL: usarmy.amcom-environmental@mail.mil

65 YEARS OF PREVENTIVE MAINTENANCE!

IN 1951, TELEVISION WAS THE RAGE AND THE SHOW TO WATCH WAS *I LOVE LUCY*. THE CITIZENS OF THE UNITED STATES WANTED TO PUT WAR BEHIND THEM AND EMBRACE PEACE AND PROSPERITY. BUT NORTH KOREA'S INVASION OF SOUTH KOREA WOULDN'T LET THEM.

TO AID THE DOGFACE IN THIS NEW WAR AND ANY FUTURE WARS, A COUPLE OF TALENTED WWII VETERANS WITH STUBBY PENCILS AND AN UNDERWOOD TYPEWRITER CREATED *PS* MAGAZINE FOR THE ARMY, SOLVING A RECURRING MAINTENANCE PROBLEM.



THE PROBLEM:

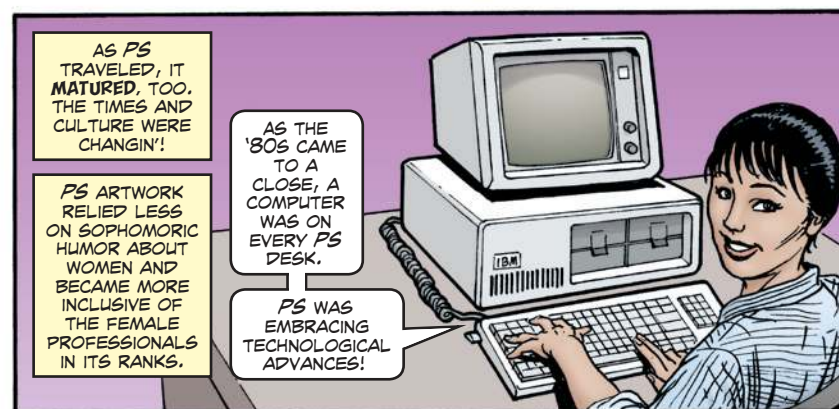
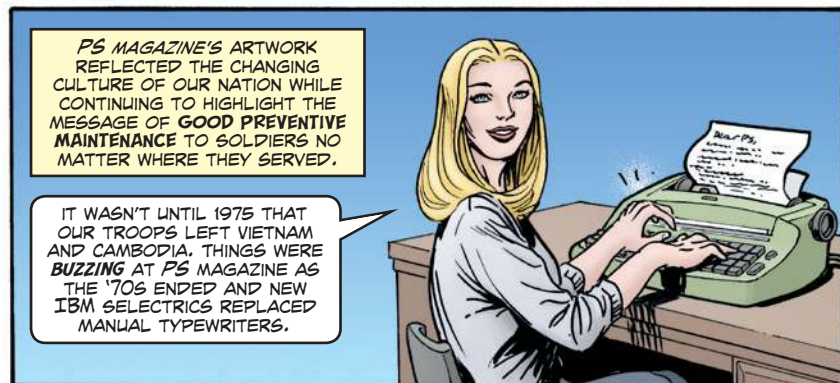
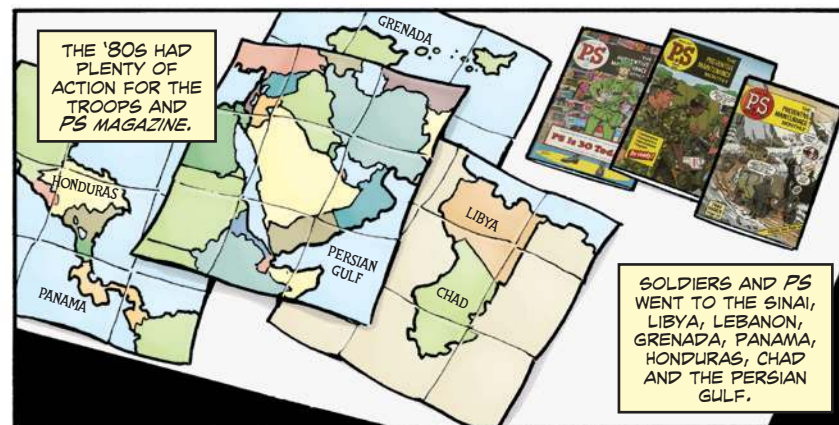
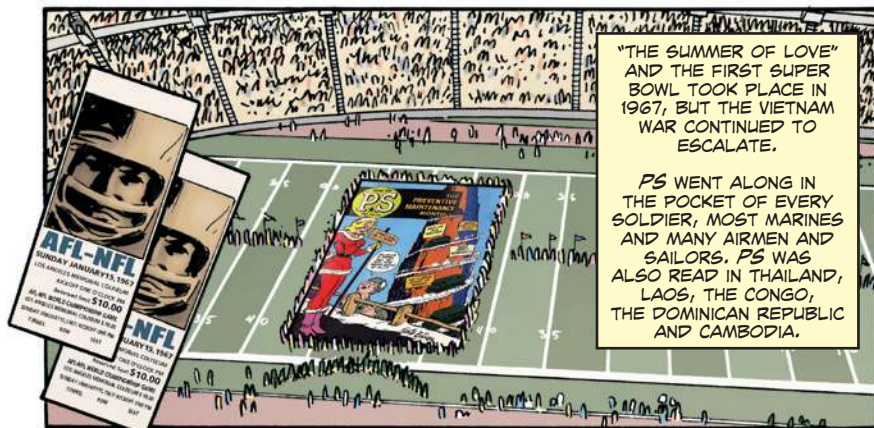
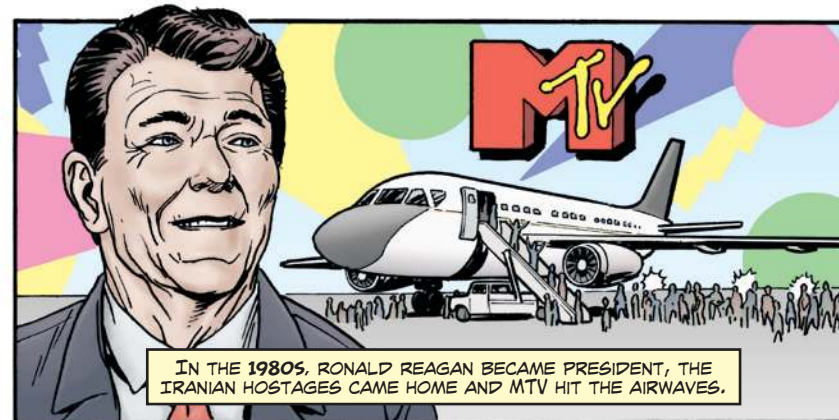
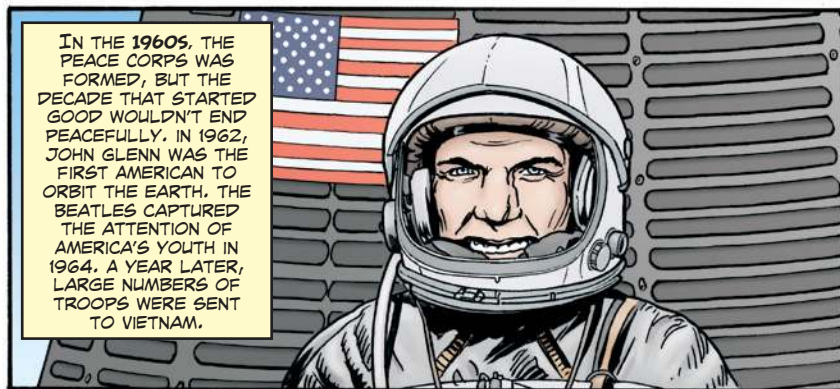
CHANGES TO MAINTENANCE PROCEDURES WERE SLOW TO GET TO SOLDIERS WHO DID THE MOVING, SHOOTING AND COMMUNICATING.



THE SOLUTION:

PS WOULD BE A POST SCRIPT TO OTHER ARMY PUBLICATIONS THAT SEEMINGLY TOOK FOREVER TO CHANGE. *PS* WOULD GET THE OFFICIAL WORD OUT QUICKLY WHILE SAVING EQUIPMENT AND LIVES.







PS 763

30



DOWNLOAD
IT FROM
THE APPLE
OR GOOGLE
STORES.



JUN 16

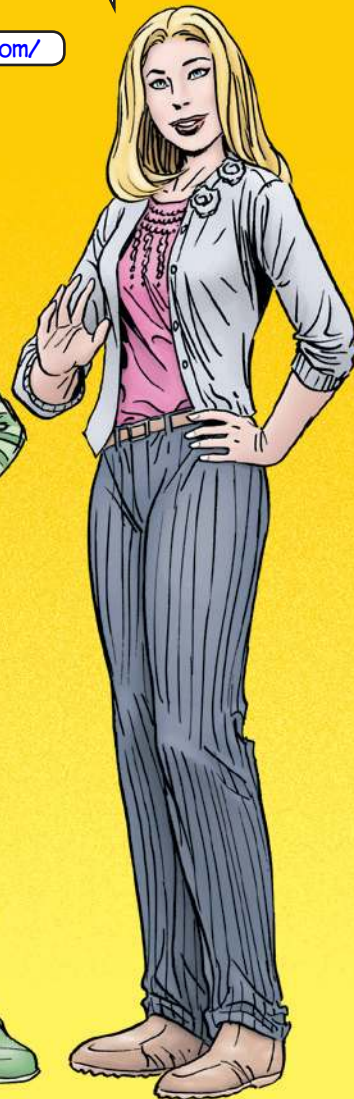
FOR MORE ABOUT
THE APP, GO TO
THE PS BLOG:

<https://halfmastpsmag.wordpress.com/>

PS 763



31



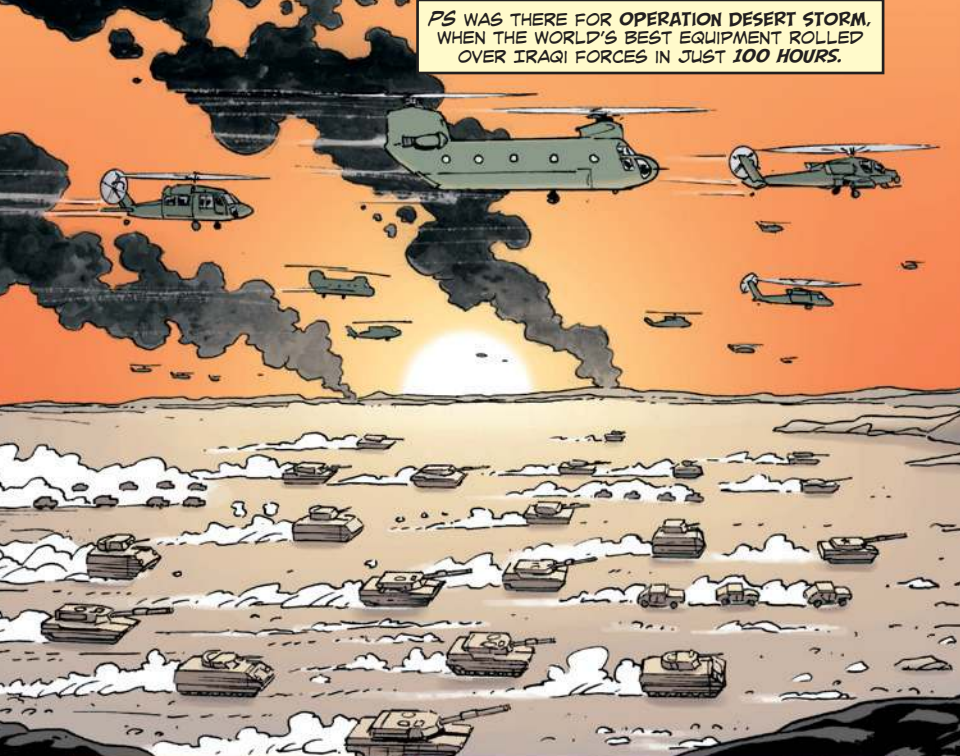
AND READ THE
ARTICLE, TAKE AN
APP APPROACH.

JUN 16

IRAQ INVADED KUWAIT
IN THE 1990S AND
REFUSED TO LEAVE.

PS WAS THERE FOR OPERATION DESERT SHIELD, WHEN **EVERY**
PIECE OF MILITARY EQUIPMENT WENT THROUGH RIGOROUS
PREVENTIVE MAINTENANCE IN PREPARATION FOR BATTLE.

PS WAS THERE FOR OPERATION DESERT STORM,
WHEN THE WORLD'S BEST EQUIPMENT ROLLED
OVER IRAQI FORCES IN JUST **100 HOURS**.



FOR THE REST OF THE '90S,
THE ARMY WAS INVOLVED IN
HUMANITARIAN RELIEF ALL
OVER THE GLOBE.



AT *PS*, THE
WORLD WIDE WEB
MADE ITS DEBUT,
OPENING DOORS
THAT MADE OUR
ARTICLES MORE
COMPREHENSIVE,
MORE UP-TO-
THE-MINUTE,
AND EVEN MORE
VALUABLE TO
MAINTENANCE-
MINDED
SOLDIERS.



SOLDIERS, SAILORS, AIRMEN, MARINES,
COAST GUARD, NATIONAL GUARD AND
RESERVES WOULD BE PUT TO A TEST
OF BRAVERY AND ENDURANCE LIKE NONE
OTHER EXPERIENCED. AND OUR MILITARY
EQUIPMENT WOULD BE TESTED, TOO.

PREVENTIVE MAINTENANCE—**BEFORE,
DURING AND AFTER OPERATION**—WAS
WHAT KEPT OUR WHEELED AND
TRACKED VEHICLES **MOVING**, WEAPONS
FIRING AND RADIOS **COMMUNICATING**.



PS MAGAZINE FOCUSED ON CONDITIONS IN
IRAQ AND AFGHANISTAN, PROVIDING ALL
THE VALUABLE INFORMATION THAT COULD
BE CRAMMED INTO 64 PAGES.

THEN, *PS* WENT A STEP
FURTHER. IT WENT ONLINE
WITH A WEBPAGE THAT
INCLUDED CURRENT AND
PAST ARTICLES. SOCIAL
MEDIA ADVANCES BROUGHT
TWO FACEBOOK ACCOUNTS
ALLOWING SOLDIERS DIRECT
COMMUNICATION WITH *PS*
AND MSG HALF-MAST...

...AND WE ADDED A BLOG
WHERE IMPORTANT ARTICLES
ARE POSTED FASTER THAN
THEY CAN BE PUBLISHED
IN *PS*.



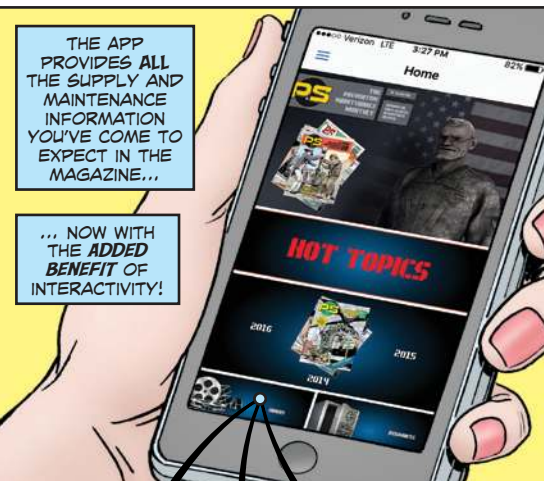
NOW IT'S 2016. THE WORLD ISN'T ANY NICER, SO A STRONG, VIBRANT US MILITARY IS NEEDED NOW MORE THAN EVER.

TO PROVIDE THE PREVENTIVE MAINTENANCE INFORMATION YOU NEED IN THE PLACES YOU NEED IT THE MOST, **PS MAGAZINE** IS LAUNCHING ITS **MOBILE APP!**

THE APP PROVIDES ALL THE SUPPLY AND MAINTENANCE INFORMATION YOU'VE COME TO EXPECT IN THE MAGAZINE...

... NOW WITH THE **ADDED BENEFIT** OF INTERACTIVITY!

POP-UP PHOTOS, VIDEOS, EXPLODED DIAGRAMS AND **MUCH MORE** ARE AT YOUR FINGERTIPS ON YOUR SMARTPHONE OR TABLET.



YOU CAN **DOWNLOAD** THE **PS** MOBILE APP STARTING THIS MONTH IN APPLE'S APP STORE AND GOOGLE PLAY APPS.



APPLE QR



ANDROID QR

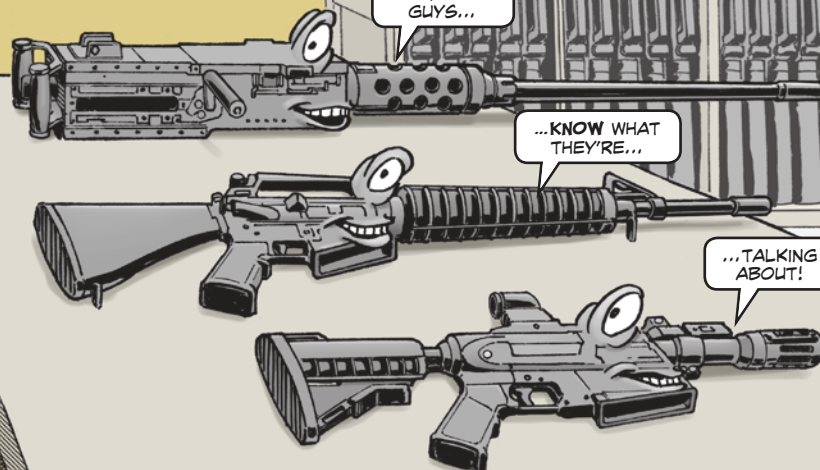
PS SMALL ARMS



- Target This Small Arms Advice!
- Is Barrel Secured?
- Tag your Barrels or You'll Be It!
- Firing Stoppage? Try SPORTS!

Target this Small Arms Advice!

LISTEN UP TO THIS GOOD ADVICE!

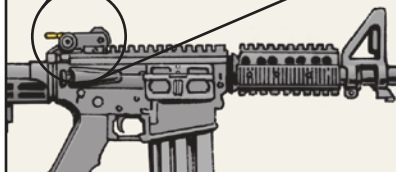
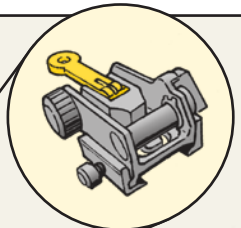


Dear Editor,

While keeping weapons firing and on target, we've come up with these tips:

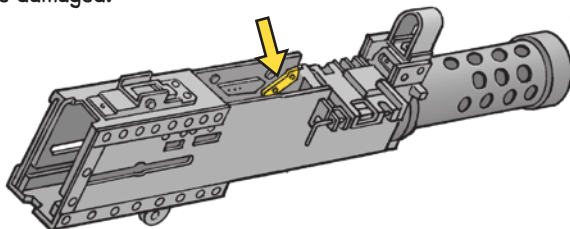
During PMCS, check that the M16 rifle's backup iron sight will stay in the down position. When the sight is left in the up position, it usually ends up broken. But we're seeing backup sights that won't stay in the down position because the sight's notch has become so worn. Give the sight a gentle tug to see if it stays down. If it won't lock down, get it replaced.

Test backup iron sight to make sure it stays in down position



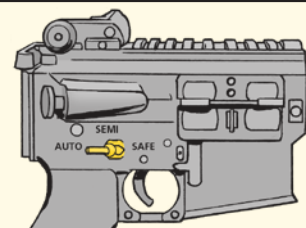
Check the M2 machine gun's extractor switch and spring to ensure the switch isn't binding or loose because of a broken spring. The extractor should move with firm finger pressure. If the switch's not fixed, the M2 could have trouble extracting and the receiver might be damaged.

Feel extractor guide for looseness



M16/M4 selector switch won't move? Suspect the pistol grip retaining screw. We've had several cases where the wrong screw was used and it interfered with the selector switch. Use only the screw that comes with NSN 5305-01-268-1191.

Selector switch frozen? Could be wrong pistol grip retaining screw



Easy does it with the M26 shotgun's safety. If you push the safety too far in, its detent can come out and then the safety won't work. Push in the safety until it clicks. Then stop.

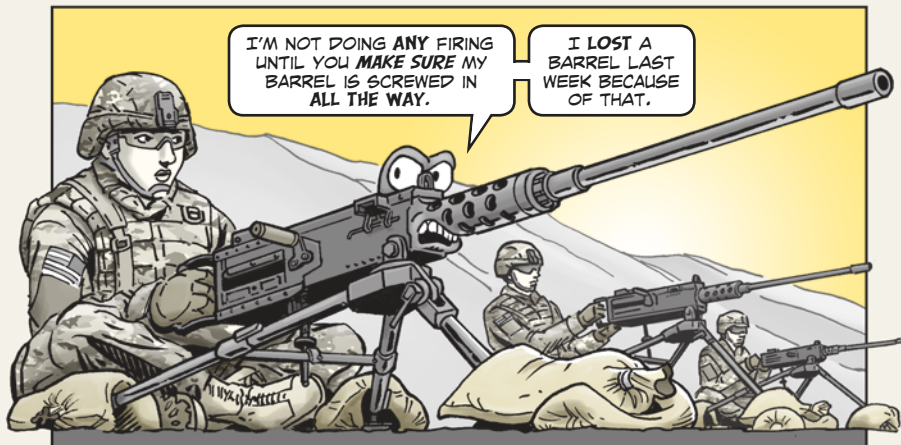
Push safety until it clicks, then stop!



Don Whetstone
Eric Bostic
Ivan Gomez
Esgar Maldonado

YOU GUYS ARE INDEED ON TARGET WITH YOUR ADVICE. THANKS FOR SHARING!





IS BARREL SECURED?

Dear Editor,

We recently had a round explode inside an M2A1. Our investigation showed:

- The barrel alignment guide pin was sheared off at the barrel.
- Heavy striations were visible on the receiver end of the barrel due to heavy impact with the bolt group.
- The tapered portion of the cartridge was expanded to the diameter of the chamber.
- The firing pin had struck the primer off center.

What caused all this?

The barrel was installed in the receiver wrong. The barrel alignment guide pin was in the receiver slot, but the barrel was not completely screwed in the receiver. That left space between the barrel and bolt assembly, which led to the ruptured cartridge.

We recommend that M2A1 gunners *always* do a final check after installing the barrel. The barrel threads should be completely locked into the barrel extension. After closing the cover assembly, charge the M2A1, making sure the barrel moves forward and rearward during charging. That verifies the barrel is secure.

This check also works with the M2.

MAJ Scott Carpenter



TAG YOUR BARRELS OR YOU'LL BE IT!

HOLD ON THERE! THAT'S NOT MY SPARE BARREL!

I CAN USE *ONLY* THE SPARE BARREL I WAS HEADSPACED FOR!



USUALLY THE FIRST THING *PS* HEARS WHEN IT GOES TO THE FIELD IS THAT UNITS *DON'T* TAKE SPARE MACHINE GUN BARRELS TO THE RANGE.

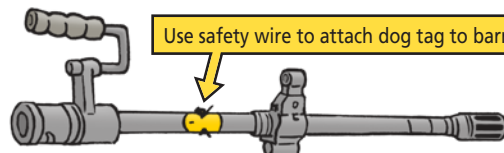
THEY FIRE AND FIRE THROUGH THE *SAME* BARREL UNTIL THE BARREL IS RUINED.

BUT CHANGING THE BARREL WHEN YOU'RE SUPPOSED TO IS *NOT* THE COMPLETE SOLUTION—YOU MUST *ALSO* USE THE CORRECT SPARE BARREL.

BOTH BARRELS ARE HEADSPACED FOR ONE MACHINE GUN. IF YOU USE *ANOTHER* MACHINE GUN'S BARREL, THE MACHINE GUN WILL *MALFUNCTION* AND POSSIBLY BE *DAMAGED*.

THAT'S WHY IT'S *CRITICAL* ARMORERS MAKE SURE BOTH BARRELS ARE ID'D WITH THE RECEIVER'S SERIAL NUMBER.

THE *EASIEST* WAY TO ID BARRELS IS TO STAMP THE SERIAL NUMBER ON A *DOG TAG*. NSN 8465-00-242-4804, AND SAFETY WIRE THE TAG TO THE BARREL.



IT'S A GOOD IDEA TO WRITE THE SERIAL NUMBER ON THE BARREL BAG, TOO.

MAKE SURE THE WIRE ENDS DON'T STICK UP WHERE THEY COULD *POKE* SOMEONE.

YOUR SUPPORT SHOP HAS A *STAMPING SET* TO STAMP THE *DOG TAGS*. WHAT YOU *DON'T* WANT TO DO IS ENGRAVE THE NUMBER ON THE BARREL. THAT *RUINS* THE BARREL'S PROTECTIVE FINISH, AND LEADS TO *CORROSION*.

Firing Stoppage? Try SPORTS!



Dear Editor,
I saw on Page 44 of PS 755 (Oct 15) the suggestion from Scott Taylor about dealing with an M16/M4 firing stoppage.
An easy way to remember this is the acronym SPORTS:

Slap upward on magazine to make sure it's properly seated.

Pull charging handle all the way to the rear.

Observe for ejection of case or cartridge.

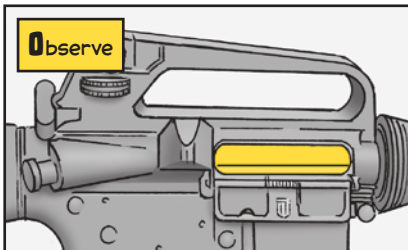
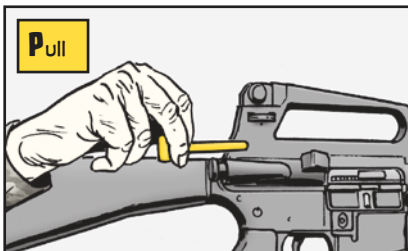
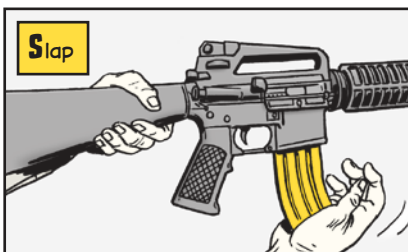
Release the charging handle.

Tap the forward assist.

Squeeze trigger and weapon should fire.

Monty Meston

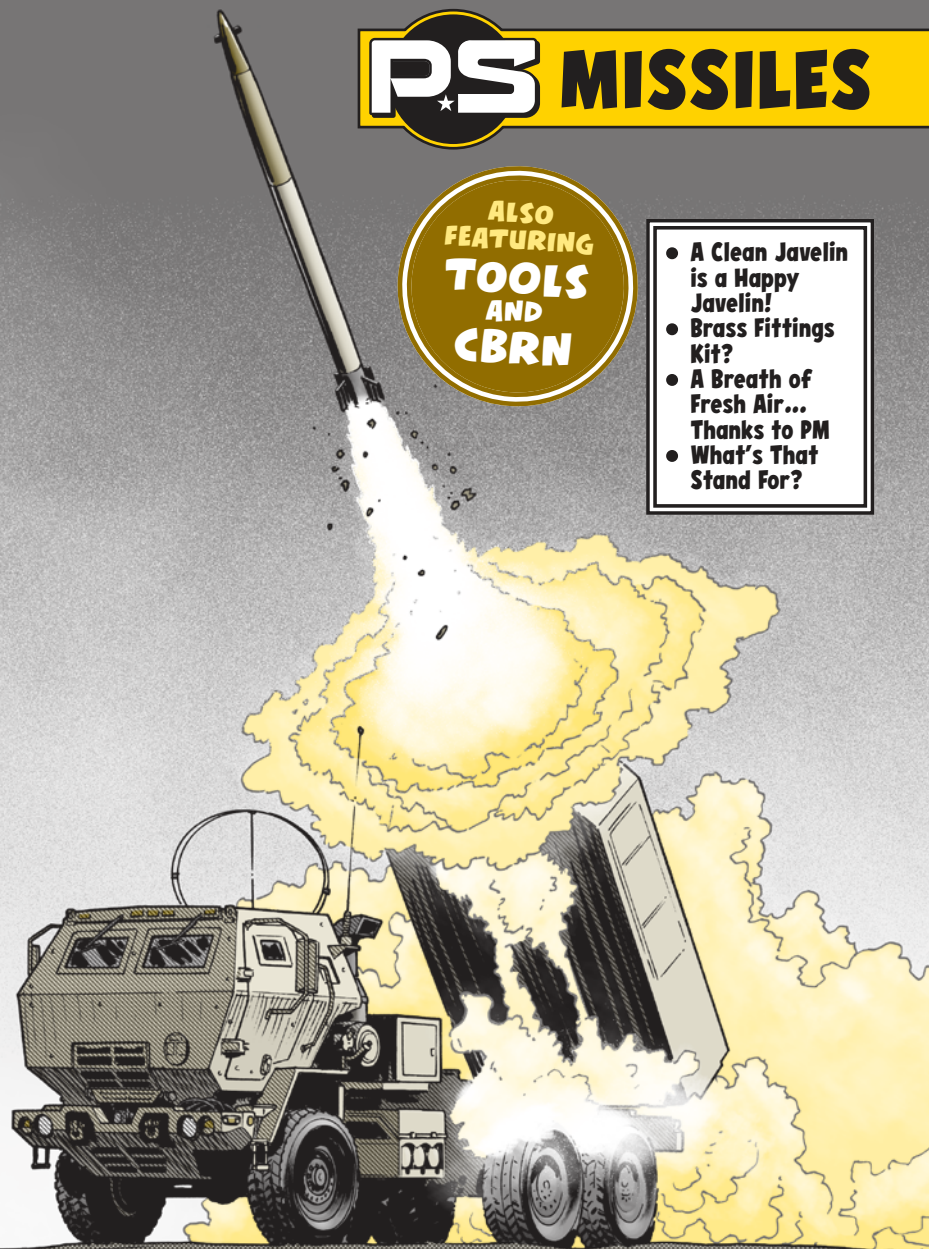
Editor's note: You're a good sport to share this tip, Monty. The complete procedures for both immediate and remedial action are in WP 0006 in TM 9-1005-319-10.

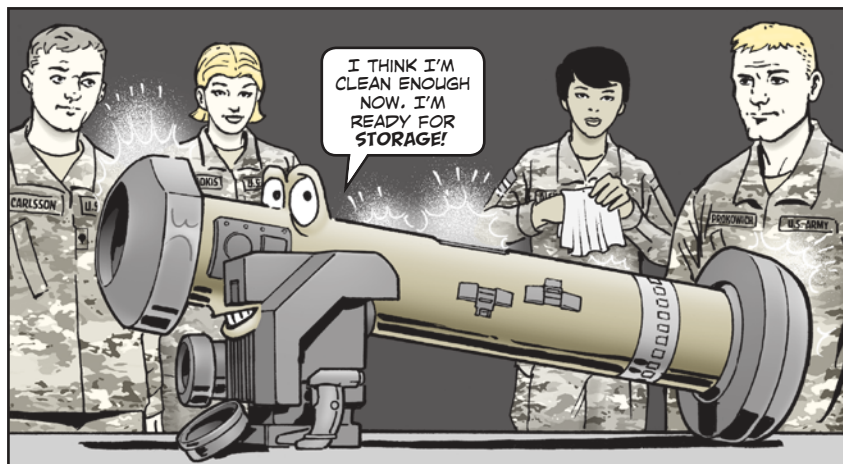


PS MISSILES

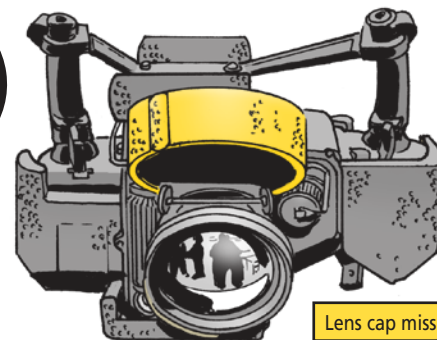
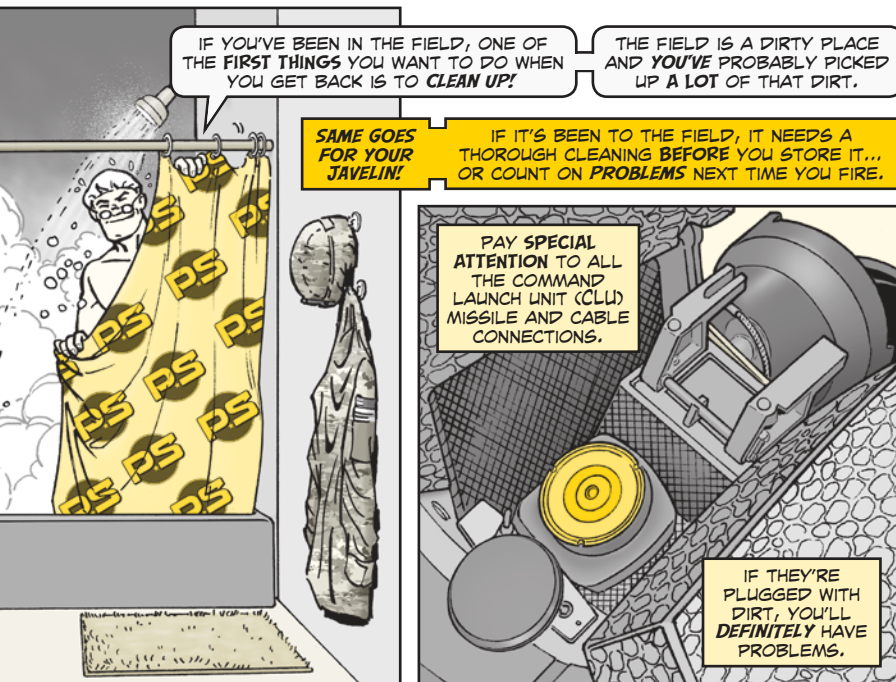
ALSO
FEATURING
**TOOLS
AND
CBRN**

- A Clean Javelin is a Happy Javelin!
- Brass Fittings Kit?
- A Breath of Fresh Air... Thanks to PM
- What's That Stand For?





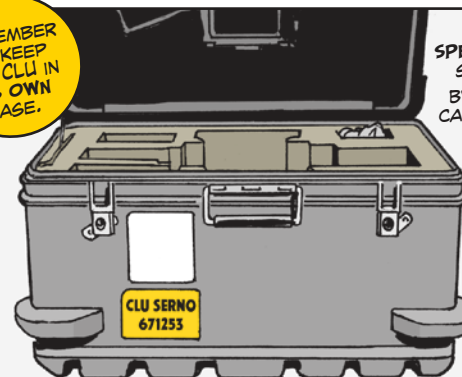
A CLEAN JAVELIN IS A HAPPY JAVELIN!



IF YOUR CAP DISAPPEARS, TELL YOUR REPAIRMAN ASAP.

THOSE CAPS ARE THE ONLY PROTECTION AVAILABLE FOR THE JAVELIN'S EXPENSIVE LENSES.

Lens cap missing? Get it replaced ASAP!



EACH CLU IS PAIRED WITH A SPECIFIC STORAGE CASE AND THEY SHARE THE SAME ID NUMBER.

BY KEEPING THE CLU IN ITS OWN CASE, YOU **PROTECT** THE CLU AND MAKE IT **EASIER TO TRACK**.

IF ANY OF YOUR JAVELIN CASES ARE DAMAGED OR DISAPPEAR, CONTACT THE JAVELIN INTEGRATED TECHNICAL OPERATIONS CENTER FOR A REPLACEMENT. CALL (888) 528-4862 OR EMAIL: jvitoc@jvjavelin.com

Keep Javelin in case to provide protection and tracking

Tools...

BRASS FITTINGS KIT?

HEY, MASTER SERGEANT HALF-MAST! IS THERE AN NSN FOR THE BRASS FITTINGS KIT THAT'S OFTEN FOUND IN TOOL ROOMS AND MAINTENANCE SHOPS?



YOU BET! IT'S CALLED A **TUBE-PIPE FITTING KIT** AND IT COMES WITH NSN 4730-00-470-6625.



A Breath of FRESH AIR... Thanks to PM

I'M SURROUNDED BY ALL THESE CHEMICAL AGENTS, YET I'M BREATHING CLEAN AIR!

THANK GOODNESS WE TOOK CARE OF OUR MASKS SO THEY CAN TAKE CARE OF US! ISN'T THAT RIGHT, MARTIN?



PM

CAN HELP YOUR M40/M42-SERIES MASK PROVIDE YOU MANY, MANY BREATHS OF FRESH AIR WHEN YOU'RE SURROUNDED BY CBRN THREATS. HELP YOUR MASK HELP YOU TO BREATHE LIKE THIS...

STORE IT RIGHT!

ONE UNIT TOLD PS THEY HAD TO REPLACE 90 PERCENT OF THEIR MASKS JUST BECAUSE THEY HAD BEEN STORED WRONG.

THE MOST COMMON MISTAKE IS TO FOLD THE MASK TO PUT IT IN ITS CARRIER. THAT SHEARS THE DRINK TUBE, PUNCTURES OR DEFORMS THE FACEPIECE, AND CRACKS THE EYELENSES.



THE CORRECT WAY TO STORE BOTH THE M40 AND M42 IN THEIR CARRIERS IS UPRIGHT WITH THE EYELENSES FACING AWAY FROM YOUR BODY. FOLD THE HARNESS OVER THE FACEPIECE TO HELP HOLD THE FACEPIECE IN PROPER SHAPE.



DON'T PUT ANYTHING ELSE IN THE CARRIER BESIDES THE MASK AND ITS ACCESSORIES. STUFFING OTHER EQUIPMENT IN THE CARRIER WILL DAMAGE THE MASK. FOR STEP-BY-STEP GUIDANCE, SEE WP 0005-29 IN TM 3-4240-346-10 (AUG 10).

ALL OF THIS STORAGE CARE WILL BE FOR NOTHING IF YOU USE THE CARRIER AS A SEAT CUSHION OR PILLOW OR PILE STUFF ON THE CARRIER. THAT WILL DAMAGE THE MASK FOR SURE!



USE THE OUTSERTS

Always use outserts



THEY ARE THE CHEAPEST INSURANCE AVAILABLE. IF THEY GET SCRATCHED, YOU CAN JUST REPLACE THEM AND KEEP GOING. BUT IF THE MASK EYELENSES BECOME SO SCRATCHED YOU CAN'T SEE THROUGH THEM, THE ONLY FIX IS TO REPLACE THE FACEPIECE.

CBRN SPECIALISTS, CHECK IT OUT!

ORDER NEUTRAL OUTSERTS WITH NSN 4240-01-260-8706 AND CLEAR ONES WITH NSN 4240-01-260-8707. YOU DON'T WANT TO BE WITHOUT THEM.

AVOID THESE ASSEMBLY MISTAKES

Four bumps face out?

MAKE SURE THE SIDE VOICEMITTER'S FOUR BUMPS FACE OUT. IT'S TOO EASY TO PUT IT ON BACKWARDS.

Don't forget gasket

DON'T FORGET THE SIDE VOICEMITTER HAS A RUBBER GASKET. IF YOU FORGET TO INSTALL THE GASKET, THE VOICEMITTER WON'T HAVE A GOOD SEAL.

MAKE SURE THE SIDE VOICEMITTER RETAINING RING IS TIGHT. USE THE D RING ON THE CARRIER TO TIGHTEN THE RETAINING RING.

~GASP!~ ~WHEEEZE~



MORE ASSEMBLY MISTAKES TO AVOID

THE **OUTLET, INLET AND NOSECUP** ALL HAVE DISK VALVES. IF **ANY** OF THE DISK VALVES ARE MISSING OR NOT SEATED COMPLETELY, YOU'LL HAVE TROUBLE BREATHING AND YOUR EYELENSES WILL FOG UP.

ROTATE THE DISK VALVES WITH YOUR FINGER TO MAKE SURE THEY'RE NOT STICKING.

STICKING DISK VALVES USUALLY JUST NEED RESEATING. IF THIS DOESN'T FIX THE PROBLEM, REPLACE THEM.

REMEMBER, THE NOSECUP DISK VALVES GO INSIDE THE NOSECUP, NOT OUTSIDE.

THE **INLET VALVE ASSEMBLY** MUST SEAT COMPLETELY IN THE SIDEPORT GROOVES OR THE FILTER CANISTER **WON'T** SEAL.

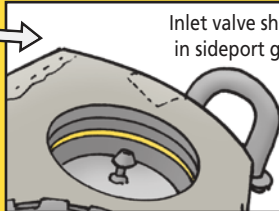
IF THE INLET VALVE IS PROPERLY INSTALLED, YOU SHOULD BE ABLE TO ROTATE IT EASILY WITH YOUR FINGER. IF IT'S DIFFICULT TO MOVE, TRY INSTALLING IT AGAIN.

IF **THAT** DOESN'T WORK, TELL YOUR CBRN SPECIALIST. SOMETHING IS **WRONG**.

Make sure disks are installed and rotate freely



Inlet valve should fit in sideport grooves



CBRN...

Dear Editor,

Recently a Soldier asked me what AN/PDR-75 stands for. It started me thinking that it would be a good idea for all Soldiers to know what some of the CBRN (chemical, biological, radiological, nuclear) names represent:

AN stands for set.

The **first** letter after the slash stands for whether it's carried or installed:

P is portable

U is general utility

V is vehicle

The **second** letter stands for type. D is radiac.

The **third** letter stands for purpose. R is receiving, which is passive detecting.

The number is the model.

TMs that start with 3 usually are chemical TMs: the JCAD's TM 3-6665-355-10 or the ICAM's TM 3-6665-343-10. TMs that begin with 11 usually are radiac TMs: The AN/UDR-13's TM 11-6665-364-12 and the AN/VDR-2's TM 11-6665-251-10.

Radiac, by the way, stands for radiation, detection, identification and computation.

David Whitmire
Technical trainer

WHAT'S THAT STAND FOR?

Editor's note: This has been an education, David. Thanks.

This doesn't exhaust all the letters. You can find a fuller explanation in MIL-STD-196F (Sep 13).

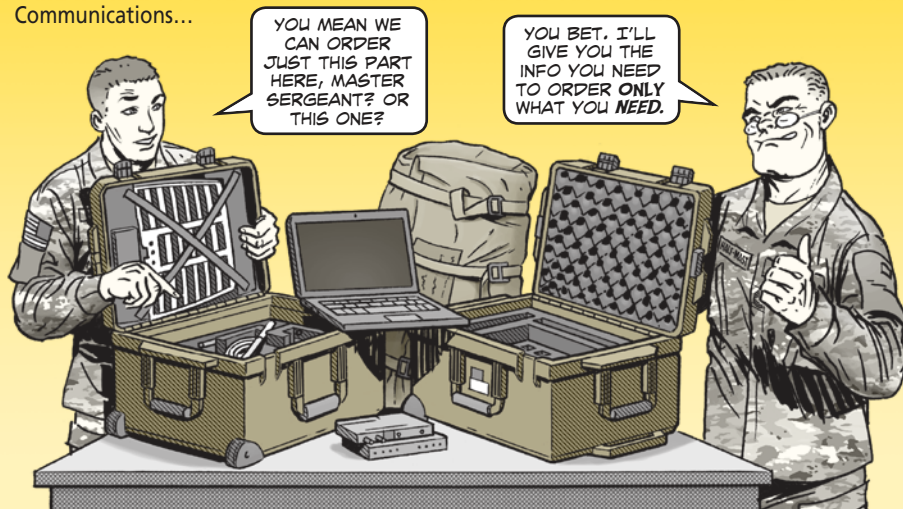
Get it at:

http://quicksearch.dla.mil/qsDocDetails.aspx?ident_number=35607

PS COMMUNICATIONS



• Get CAISI 2.0 Parts, Support



Get CAISI 2.0 Parts, Support

THE COMBAT SERVICE SUPPORT (CSS) AUTOMATED INFORMATION SYSTEMS INTERFACE (CAISI) 2.0, LINS A40443 AND P99881, TRANSITIONED FROM PRODUCT LEAD, DEFENSE-WIDE TRANSMISSION SYSTEMS (PL DWTS) TO THE COMMUNICATIONS-ELECTRONICS COMMAND (CECOM) LIFE CYCLE MANAGEMENT COMMAND (LCMC).

THE FOLLOWING HARDWARE ITEMS ARE NOW SUSTAINED BY CECOM LCMC...

- OL-701A/TYQ CAISI Bridge Module (CBM), NSN 5820-01-564-4845, LIN P99881
- MK-2975A/TYQ System Support Representative (SSR) accessory kit, NSN 5999-01-566-3094, LIN A40443
- AB-1244/GRC-1 antenna mast kit, NSN 5985-01-616-6192, which is included in each P99881 and A40443.

THIS CHANGE MEANS THAT CECOM SUPPORTS STORAGE AND ISSUE OF CAISI HARDWARE, AND IT ALSO MEANS CAISI COMPONENTS ARE **NO LONGER AVAILABLE** FOR ISSUE FROM PL DWTS.

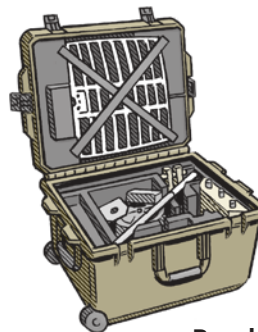
HOWEVER, PL DWTS IS STILL RESPONSIBLE FOR SECURITY ACCREDITATION AND CONFIGURATION MANAGEMENT OF THE SYSTEM.

UNITS MUST NOW ORDER REPLACEMENT CAISI COMPONENTS THROUGH THE ARMY SUPPLY SYSTEM.

TURN IN UNSERVICEABLE EQUIPMENT THROUGH NORMAL SUPPLY CHANNELS. UNITS SHOULD COORDINATE WITH THEIR LOCAL SUSTAINMENT AUTOMATION SUPPORT MANAGEMENT OFFICE (SASMO) FOR FIELD-LEVEL MAINTENANCE SUPPORT.



P99881
transit
case



WHEN IT'S FULL, THE P99881 TRANSIT CASE WEIGHS **50 POUNDS**.

SO USE SAFE LIFT AND CARRY METHODS!



Breaking It Down

THE P99881 IS THE OPERATIONAL SYSTEM IN THE FIELD. IT PROVIDES WIRELESS LOCAL AREA NETWORK (LAN) CONNECTIVITY WITHIN THE LOGISTICS SUPPORT AREAS BETWEEN LOGISTICS INFORMATION SYSTEMS (LIS) AND THE COMBAT SERVICE SUPPORT VERY SMALL APERTURE TERMINAL (CSS VSAT) FOR LONG-HAUL CONNECTION TO THE NIPRNET.

P99881 CONSISTS OF **TWO CASES**, ONE GREEN CASE AND ONE ANTENNA MAST CASE.

THE A40443 IS A MAINTENANCE KIT USED TO SUPPORT FIELD-LEVEL MAINTENANCE AND CONFIGURE, MONITOR AND TROUBLESHOOT THE LAN.

A40443 IS ADMINISTERED BY THE SASMO BUT NORMALLY OWNED AND PHYSICALLY MAINTAINED BY THE AUTHORIZED UNIT. IT CONSISTS OF **THREE CASES**, INCLUDING ONE SSR ACCESSORY CASE, ONE SSR CBM CASE (BLACK) AND ONE ANTENNA MAST CASE. AUTHORIZED UNITS NEED TO REFERENCE THEIR UNIT MTOE TO ENSURE THE EQUIPMENT IS ON HAND AND AVAILABLE TO THE SASMO AS REQUIRED.

IF YOUR UNIT HAS A SHORTAGE FOR A40443 OR P99881, CHECK LOCAL EXCESS ON YOUR INSTALLATION OR WITHIN YOUR STATE (PLENTY AVAILABLE). NATIONAL GUARD (NG) UNITS CHECK WITH THE UNITED STATES PROPERTY & FISCAL OFFICE (USPFO) AND FORWARD REPAIR ACTIVITIES (FRAS).

THE P99881, NSN 5820-01-564-4845, IS THE **STAND-ALONE SYSTEM**. A COMPLETE LIST OF SYSTEM NSNs CAN BE FOUND IN THE CAISI TMS.

IF YOUR UNIT REQUIRES THE REPLACEMENT OF A FAILED LINE-REPLACEMENT UNIT (LRU), PROCURE REPLACEMENT PARTS BY SUBMITTING 'FUNDED REQUESTIONS' THROUGH THE ARMY SUPPLY SYSTEM.

UNSERVICEABLE LRUS SHOULD BE DISPOSED AT FIELD-LEVEL FOR THE P99881.

THE CAISI LAPTOP (A40443) IS FORWARDED TO THE LOCAL FRA FOR REPAIR.

ALL OTHER UNSERVICEABLE SUBCOMPONENTS OF P99881 AND A40443 SHOULD BE DISPOSED OF THROUGH NORMAL SUPPLY CHANNELS.

NOTE:

NSNs FOR THE P99881 AND A40443 ARE CECOM-MANAGED (B16), INCLUDING THE ANTENNA MAST CASE END ITEM, NSN 5985-01-616-6192. **HOWEVER**, THE NSNs ASSIGNED FOR THE SUBCOMPONENTS OF THE ANTENNA MAST CASE ARE MANAGED BY THE DEFENSE LOGISTICS AGENCY (DLA).

TO ORDER COMPONENTS OF P99881/A40443, USE THE CAISI HARDWARE COMPONENT DESCRIPTION TABLES ON THE NEXT THREE PAGES...

PS MORE

CAISI Bridge Module Kit

Item	Description	NSN	PN
1	CAISI Bridge Module (CBM) processor group signal data (CAISI 2.0) OL-701A/TYQ is comprised of: One (1) CBM green transit case (see list of subcomponents below), and one (1) antenna mast case (see antenna mast table for list of subcomponents).	5820-01-564-4845	25627-00-001
CBM transit case, green (Case 1) is comprised of:			
2	Olive drab (OD) green transit case, empty	5895-01-623-9736	25779-00-001
3	Antenna, (OD series) Omni antenna, 2.4-2.5 GHz, 9 dBi	5985-01-623-9625	25553-08-001
4	Antenna, 5-6 GHz, 9 dBi Omni antenna	5985-01-624-0481	25551-08-001
5	Antenna, dual-band 2.4-5.8 GHz antenna (N-Male)	5985-01-624-0625	25712-08-001
6	Processor, bridge (CBM radio ES520)	5895-01-624-3728	25548-08-001
7	Bracket, mounting (ES-520) mount	5340-01-623-9914	384-00004-01
8	Power supply, (Power over Ethernet [PoE]) injector assembly	6130-01-624-7200	25710-08-001
9	Interface unit, data transfer (Zyxel switch)	7025-01-623-9379	25549-08-001
10	Cable assembly, special purpose, electrical Ethernet cable, 70 ft with reel	5995-01-623-9746	25555-08-001
11	Cable assembly, special purpose, electrical Ethernet cable, 3 ft	5995-01-623-9731	25556-08-001
12	Parts kit, electronic equipment (3-ft and 30-ft grounding straps)	5999-01-623-9721	25542-08-001
13	Hardware kit, mechanical equipment	5340-01-623-9913	25635-08-001
14	Antenna, grid antenna 5.47-5.85 GHz, 26 dBi	5985-01-623-9631	25552-08-001
15	Cable assembly, radio frequency (3 ft)	5995-01-623-9898	25554-08-001
16	Cable assembly, special purpose, electrical (RS-232 adapter with 3-ft Ethernet cable)	5995-01-625-0099	02941-RJ45/DB9
17	Power supply (UPS) 4 outlets (replaces 6 outlet UPS)	6130-01-623-9753	25558-08-001
Antenna Mast, AB-1244/GRC-1 (Case 2) is comprised of:			
18	Antenna mast, AB-1244A/GRC-1 (refer to antenna mast table for specific components)	5985-01-616-6192	AB-1244/GRC-1

Accessory Kit, Electronics Equipment (SSR Kit)

Item	Description	NSN	PN
1	Accessory kit, electronic equipment, SSR accessory kit is comprised of: 1 SSR accessory case (subcomponents listed below), 1 CBM transit case black (see above CBM table for list of subcomponents), and 1 antenna mast case (see antenna mast table for list of subcomponents).	5999-01-566-3094	MK-2975A/TYQ
SSR accessory case, black (Case 1) is comprised of:			
2	Case, electronic communications equipment (empty, black SSR accessory case)	5895-01-625-1982	08508-100-DSI
3	Computer system, digital (notebook computer), includes case, CAISI baseline DVD and power cord/supply)	7010-01-625-2886	DELL-E6410
4	Cable assembly, special purpose, 14-ft electrical Ethernet cable	5995-01-625-1989	14FT-CAT5ERJ45
5	USB-serial converter cable	5995-01-625-2822	U209000R-B16
6	Processor, gateway (security gateway 5GT or SSG5 router), includes power supply	7025-01-625-1997	SSG5
7	Cable assembly, special purpose, electrical (serial cable, 9-pin M-F)	5995-01-625-1995	25201DB9
8	Cable assembly, special purpose, electrical (RS-232 adapter with 3-ft Ethernet cable)	5995-01-625-0099	02941-RJ45/DB9
9	Cable assembly, special purpose, 6-ft electrical Ethernet cable	5995-01-625-1999	6FT-CAT5ERJ45
10	Cable assembly, special purpose, 3-ft electrical Ethernet cable	5995-01-623-9731	25556-08-001
11	Modem, communications, digital subscriber line (DSL) bridge includes power supply*	5895-01-625-1976	MM-300SBP
SSR CBM (Cases 2 & 3)			
12	CAISI Bridge Module (CBM) processor group signal data (CAISI 2.0) OL-701A/TYQ [includes complete CBM transit case, black (Case 2) and Antenna Mast case, (Case 3)] CBM transit case, Black (Case 2) has same component configuration as CBM transit case, Green except for below NSN	5820-01-564-4845	25627-08-001
13	Black CBM transit case, empty	5895-01-623-9751	25779-00-002

* There are two DSL modem modules, MM-300SBP and MM-300SPB-G2, for the CAISI 2.0 system. The two models are not compatible with each other. Both models are only compatible with the same model version. They operate in pairs. If there is a requirement to replace one of the older (MM-300SBP, tan) models, then two of the newer DSL modems (MM-300SBP-G2, black) models must be requisitioned in a pair.

Antenna Mast, AB-1244 GRC-1

Item	Description	NSN	PN
	Antenna mast, AB-1244/GRC-1	5985-01-616-6192	AB-1244/GRC-1
Comprised of:			
1	Carrying case (without components)	5985-01-072-4339	SM-D-944752
2	Lower mast sections	5985-01-324-3462	A3159892
3	Upper mast adapter section (red ring)	5985-01-326-5533	A3159902
4	Guy rope (red clips), 42-ft	4010-01-072-4414	SM-D-659410-GP1
5	Sledge hammer, 2.5 pounds	5120-00-203-4656	HM1
6	Strain relief clamp	5975-01-563-0229	SC-C-14204
7	Base plate pins	4030-01-072-8017	SC-B-729924
8	Guy ring (blue)	4030-01-074-7881	SM-B-659290-1
9	Guy ring (red)	4030-01-072-8126	SM-B-659290-2
10	Base plate	5985-01-127-2133	A3002872
11	Mast base assembly	5985-01-324-3464	A3159890
12	Guy stakes	4030-01-073-6103	SM-C-659375
13	Guy rope (blue clips), 36-ft	4010-01-072-4415	SM-D-659410-GP2
14	Lower mast adapter section (blue ring)	5985-01-327-1448	A3159895
15	Upper mast sections	5985-01-324-3463	A3159899
16	Reel unit for guy ropes	8130-00-355-7616	SC-D-1064

YOU CAN FIND **MORE INFO** ON CAISI OPERATION, MAINTENANCE AND REPAIR PARTS, AND SPECIAL TOOLS IN TM 11-5895-1897-13 AND TM 11-5895-1897-23P. GET DA-AUTHENTICATED TMS FROM THE LOGSA WEBSITE: <https://www.logsa.army.mil/etms/>

? FOR HARDWARE QUESTIONS, CONTACT CECOM ITEM MANAGER VIRNA SCOTT AT (443) 395-1183 OR EMAIL: virna.scott.civ@mail.mil OR CECOM ILS MANAGER CORNELIUS COOPER AT (443) 395-1187 OR EMAIL: cornelius.cooper.civ@mail.mil

? FOR CAISI QUESTIONS OTHER THAN REQUISITIONING COMPONENTS OR SYSTEMS, CONTACT MAJ JONATHAN JUDY AT (703) 806-8497 OR EMAIL: jonathan.w.judy.mil@mail.mil

? FOR NGB HARDWARE QUESTIONS, CONTACT NGB-ILS-6, CW2 WILLIAM FEARRINGTON AT (703) 607-9097 OR EMAIL: william.fearrington2.mil@mail.mil



- Turning Questions into Answers
- Don't Just Buy - Reutilize!
- Army Revises COMSEC Equipment Maintenance Pub
- DA Pam 708-3 Revised
- Take the CAR for a Spin
- Radiation Safety Pub Revised
- ATP 4-43 Updated

TURNING QUESTIONS INTO ANSWERS

GREAT SOLUTION, MILLER! Y'KNOW, YOU OUGHTA SEND IT IN TO PS MAGAZINE. I BET OTHER UNITS ARE HAVING THE SAME PROBLEM.

THAT'S TOO MUCH WORK. I'M NO WRITER, PLUS I CAN'T DRAW MY WAY OUT OF A PAPER BAG.

YOU **DON'T** NEED TO WORRY ABOUT ANY OF THAT, SERGEANT. JUST SEND PS YOUR IDEA. WE'LL TAKE IT FROM THERE.



FOR EVERY QUESTION WE GET AT PS, WE KNOW THERE ARE OTHERS OUT THERE WHO ARE WONDERING THE SAME THING.

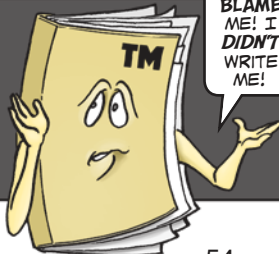
THAT'S BECAUSE ODDS ARE IF **ONE PERSON** IN THE FIELD IS HAVING A PROBLEM WITH EQUIPMENT, SUPPLIES OR MAINTENANCE PROCEDURES, SO ARE **OTHERS**.

NOT ONLY DO WE **ENCOURAGE** QUESTIONS, WE INVITE **ANSWERS**, TOO!

WE KNOW THAT SOME OF YOU HAVE FOUND SOLUTIONS TO COMMON PROBLEMS PLAGUING YOUR BUDDIES AROUND THE WORLD. WHY NOT USE PS TO SHARE YOUR EXPERTISE?

THIS OFFICIAL TB IS A GREAT WAY TO PASS ON ARMY INFO WORLDWIDE. SEND US YOUR MAINTENANCE FIXES, SUPPLY SOLUTIONS OR OTHER IDEAS SO WE CAN GET THE WORD OUT.

FOR EXAMPLE, TELL US IF A MAINTENANCE TM SKIPS OVER SOMETHING IMPORTANT, IF INSTRUCTIONS AREN'T CLEAR OR IF YOU KNOW HOW A PROCEDURE CAN BE DONE BETTER OR MORE SAFELY.



DON'T BLAME ME! I **DIDN'T** WRITE ME!

IF THERE'S A **MISTAKE** IN A TM OR OTHER PUBLICATION, IT'S ALSO A GOOD IDEA TO SUBMIT A DA FORM 2028, **RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS**. YOU CAN FIND IT AT THE ARMY PUBLISHING DIRECTORATE. FOLLOW THE INSTRUCTIONS ON THE FORM AT:

<http://www.apd.army.mil/pub/eforms/pdf/A2028.pdf>

THEN ASK PS TO SPREAD THE WORD, TOO, BECAUSE WE CAN DO THAT **FASTER** THAN A PUB CAN BE UPDATED.



How to Submit Articles to PS



WE OFTEN GET ASKED **HOW TO SUBMIT ARTICLES**. SOME OF YOU MAY NOT BOTHER TO ASK BECAUSE YOU ASSUME IT'S TOO HARD TO WRITE IN PS STYLE.

LET'S PUT THAT ASSUMPTION TO REST!

WE HAVE WRITERS WHO HANDLE THE STYLE PART.

ALL **YOU** NEED TO DO IS TO SEND US AN EMAIL WITH YOUR PROPOSED ARTICLE OR IDEA. **YEP, IT'S JUST THAT EASY!** YOU DON'T NEED TO WORRY ABOUT TYPE SIZE, FONTS OR ARTWORK.

WE **DON'T** HAVE OFFICIAL WRITER'S GUIDELINES, BUT ARTICLES SHOULD ADDRESS SOME **BASIC QUESTIONS** LIKE:

- What is the problem?
- What **caused** the problem?
- What are the **costs** (in terms of time/extra work/money/etc.)?
- What is the **solution** to the problem? (There may be more than one.)
- How is the solution achieved, and by whom?

TRY TO INCLUDE ANY REFERENCES, SUCH AS TM PROCEDURES, THAT ARE INVOLVED.

UNLESS IT'S A VERY SHORT ARTICLE (WHAT WE CALL A BRIEF, LIKE THOSE YOU READ IN **CONNIE'S POST SCRIPTS**), ANY **PHOTOS** YOU CAN INCLUDE TO HELP ILLUSTRATE THE ARTICLE ARE **WELCOME**. THAT GIVES OUR ARTISTS A REFERENCE FOR DRAWING TECHNICAL ART.

PS MAGAZINE ARTIST AT WORK



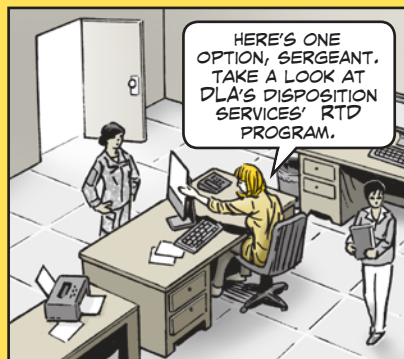
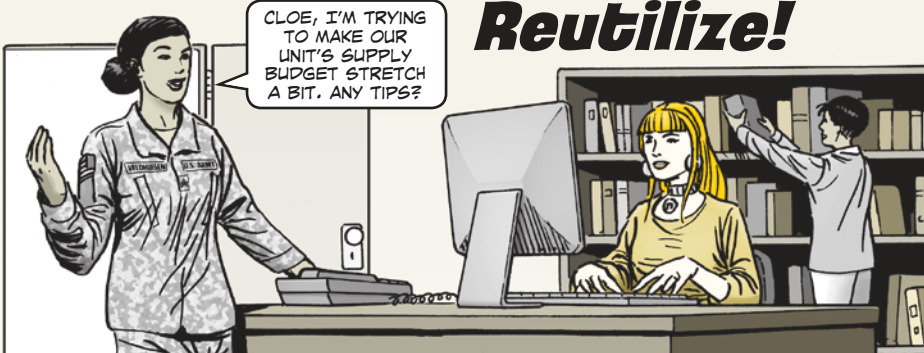
DIGITAL JPGs ARE BEST, BUT **DON'T** SEND THEM EMBEDDED IN DOCUMENTS LIKE MICROSOFT® WORD OR POWERPOINT. THAT DECREASES PHOTO QUALITY AND MAKES THEM **UNUSABLE** FOR THE PRINT MAGAZINE.

ALL SUBMISSIONS ARE SENT FOR REVIEW BY A SUBJECT MATTER EXPERT. EVERYTHING YOU READ IN PS IS **APPROVED** BY THE ARMY'S AUTHORIZED PROPONENT FOR THAT ITEM OR AREA BEFORE PUBLICATION. SO OUR INFO IS **GOOD TO GO**.

WHEN YOU'RE READY TO TAKE THE PS PLUNGE, SEND YOUR ARTICLE AND RELATED PHOTOS OR ATTACHMENTS TO: usarmy.redstone.logsa.mbx.psmag@mail.mil

Supply...

Don't Just Buy - Reutilize!



Hunting for specific equipment or supplies? Floored by the price tags? Remember that DLA Disposition Services offers another source of supply (SOS). They can help meet a unit's needs and save Army dollars, too.

That's because their Reutilization, Transfer and Donation (RTD) program offers huge savings by avoiding DOD procurement costs or equipment repairs. In times of tight budgets, it's worth checking out.

When DOD declares items excess, they're turned in (physically or electronically) to DLA Disposition Services field activities around the world for redistribution. In many cases, items are excess and still new.

ALTHOUGH DLA DISPOSITION SERVICES OFFERS ITEMS TO ITS REUTILIZATION CUSTOMERS FOR FREE, THE ARMY MAY BILL UNITS FOR ITEMS REQUISITIONED FROM DISPOSAL.

FOR POLICY GUIDANCE, SEE PARAS 2-6, L (1) AND 3-18 IN AR 710-2, SUPPLY POLICY BELOW THE NATIONAL LEVEL (MAR 08).

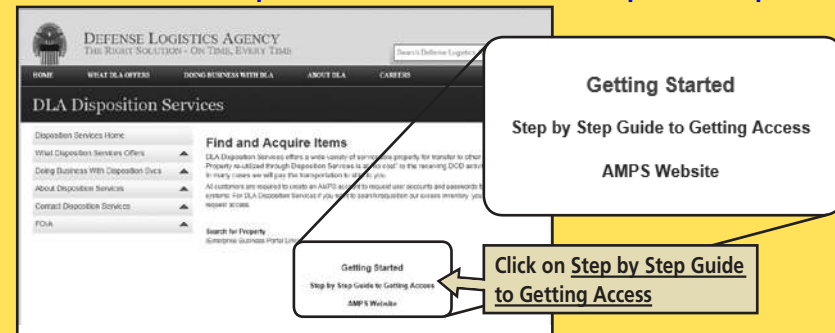
You can see a sample of what's currently available in RTD by going to:

<http://www.dispositionservices.dla.mil/rtd03/Documents/CurrentQuickPics.pdf>

Ready to search and order items?

To start using RTD, go to:

www.dla.mil/DispositionServices/Business/FindandAcquireItems.aspx



Screening/Requisitioning

Once registered, DOD computer system users are already authorized to search and/or screen items. You can search for items by federal supply class (FSC), NSN or item name.

If you have questions about an item, click on the question mark link to be routed to the right DLA Disposition Services field activity.

If you don't find items you want in the initial search, you can create a "Want List" where you search for NIINs by creating a file and uploading it to the system.

You can choose to have future search results automatically emailed to you, and control how often and for how long you receive search results.

When you find what you want, you'll submit a DD Form 1348-1A or a MILSTRIP requisition. You'll need your accountable supply officer's approval before you submit a requisition.

For questions or help, email the DLA Disposition Services Reutilization Office at:

DRMSRTD@dlamail.mil

Army Revises COMSEC Equipment Maintenance Pub

A major revision to AR 25-12, *Communications Security Equipment Maintenance and Maintenance Training*, went into effect in November 2015. The AR covers policies and responsibilities for maintaining communications security (COMSEC) equipment, including required training and certification. The pub is FOUO. Use your CAC to access it at:

https://armypubs.us.army.mil/epubs/DR_pubs/DR_b/pdf/r25_12.pdf

DA Pam 708-3 Revised

A major revision to DA Pam 708-3, *Cataloging of Supplies and Equipment, Army Adopted Items of Materiel, and List of Reportable Items* (SB 700-20), went into effect in June 2015. Download the pub at: http://www.apd.army.mil/pdf/p708_3.pdf

Training...

LOOKING FOR TRAINING MATERIAL YOU CAN USE AT SERGEANT'S TIME?

Take the CAR for a Spin

THE CENTRAL ARMY REGISTRY (CAR) IS A HANDY TOOL WITH TONS OF RESOURCES.

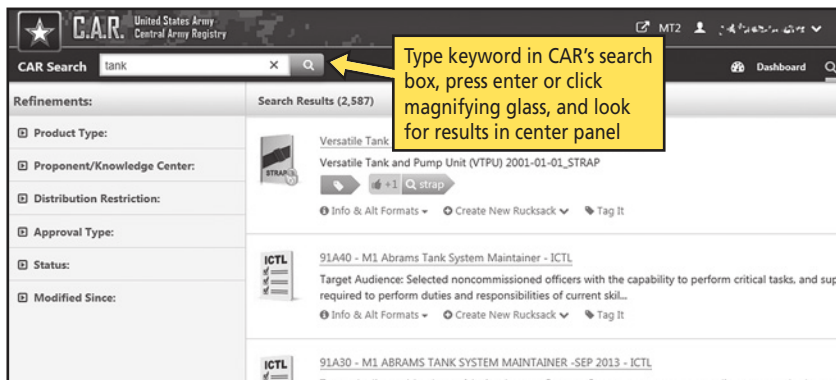
THE CAR IS THE ARMY'S OFFICIAL CONTENT REPOSITORY, FORMERLY KNOWN AS THE REIMER DIGITAL LIBRARY. YOU'LL FIND **EVERYTHING** FROM ARMY CORRESPONDENCE COURSES TO GRAPHIC TRAINING AIDS TO PUBLICATIONS. IT'S ALSO WHERE YOU'LL FIND ALL THE ARMY'S INDIVIDUAL CRITICAL TASK LISTS (ICTLS), GROUPED BY SKILL LEVEL AND MOS.

THE CAR WEBSITE IS LIKE A REAL LIBRARY **WITHOUT** THE WALLS.

YOU CAN SEARCH IT IN **DIFFERENT** WAYS, FROM:

- product types,
- proponents,
- keywords,
- distribution restrictions or
- Knowledge Centers

Type keyword in CAR's search box, press enter or click magnifying glass, and look for results in center panel



WHEN YOU FIND THE INFO YOU NEED, YOU CAN **TAG** IT FOR REFERENCE OR JUST **TUCK IT** INTO YOUR VIRTUAL **CAR RUCKSACK**.



Radiation Safety Pub Revised

A major revision to DA Pam 385-24, *The Army Radiation Safety Program*, went into effect in November 2015. Topics include lasers, electromagnetic radiation, radiofrequency safety and more. Get the pub at: http://www.apd.army.mil/pdf/p385_24.pdf

ATP 4-43 Updated

Army Techniques Publication (ATP) 4-43, *Petroleum Supply Operations*, was updated in August 2015. The ATP replaced FM 10-67-1, *Concepts and Equipment of Petroleum Operations* (Apr 98), and FM 10-602, *Headquarters and Headquarters Units, Petroleum And Water Distribution Organization* (Sep 96). Download it at: http://armypubs.us.army.mil/doctrine/DR_pubs/dr_a/pdf/atp4_43.pdf

WHEN I WAS A NEW SOLDIER, *PS* WAS A GREAT TOOL TO LEARN AND APPLY TECHNIQUES. AS AN NCO, IT KEEPS ME UP-TO-DATE WHEN I NEED QUICK HIP POCKET REFRESHMENT. YES, *PS* MAGAZINE, YOU ARE A **FORCE MULTIPLIER!**

PS WAS ALWAYS AT THE TOP OF MY READING LIST DURING MY MILITARY CAREER. IT **STILL** IS.

IT GIVES ME A SNAPSHOT OF THINGS TO COME, WHETHER IT'S NEW EQUIPMENT OR INFO ON A SYSTEM ALREADY IN PLAY.

I LEARN SOMETHING FROM EVERY ISSUE AND THE CONTENT IS DELIVERED IN A WAY THAT MAKES IT **"READABLE."**

PS IS A **LIFELINE** IN THE FIELD! AS A DIRECT SUPPORT ELEMENT TO USAR UNITS, WE'RE ALWAYS LOOKING FOR THE **MOST CURRENT INFO.**

EVERY MONTH, THE FIRST THING I DO IS LOOK AT *PS* MAGAZINE TO SEE WHAT'S **NEW.** THE ARTICLES IN IT REALLY HELP ME DO MY JOB **BETTER.**

I FIRST SAW *PS* AS A MECHANIC IN THE FIELD AND **LOVED IT.** I'M A RECRUITER NOW AND TAKE ISSUES TO MY OFFICE FOR APPLICANTS TO READ. IT'S A **GREAT RECRUITING TOOL!**

PS **ALLOWS** ME TO **HELP** OUT MY BUDDIES.

WHEN THEY MENTION A SUPPLY OR MAINTENANCE PROBLEM TO ME, I CAN USUALLY FIND AN ARTICLE TO SHARE WITH THEM THAT GIVES THE **SOLUTION.**

I'VE LOVED READING *PS* SINCE I WAS AN LT. YEARS LATER IT STILL **PACKS** THE SAME PUNCH. THANKS FOR KEEPING THE MAINTENANCE AND SUPPLY SKILL SETS OF OUR SOLDIERS AND LEADERS **SHARP!**



Connie's Post Scripts

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CELEBRATING 65 YEARS OF *PS* MAGAZINE!

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the Condition of



WHAT'S
YOUR
ANSWER?

Your Equipment?